

SR 710 North Study

SR 710 North Study

LOS ANGELES COUNTY, CALIFORNIA
07-LA-710 (SR 710)
E.A. 187900
EFIS 0700000191

Draft Environmental Impact Report/ Environmental Impact Statement and Draft Section 4(f) De Minimis Findings

Volume I

Prepared by:
State of California Department of Transportation
and the
Los Angeles County Metropolitan Transportation Authority



The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

March 2015

This page intentionally left blank

Table of Contents

Section

Page

VOLUME I

Executive Summary	1
Table of Contents	i
1. Proposed Project.....	1-1
1.1 Introduction	1-1
1.1.1 Existing Facility	1-1
1.1.2 Background and History.....	1-6
1.2 Purpose and Need	1-8
1.2.1 Purpose of the Project	1-8
1.2.2 Need for the Project	1-8
1.3 Independent Utility and Logical Termini	1-53
1.3.1 Logical Termini	1-54
1.3.2 Independent Utility	1-56
1.3.3 Consideration of Other Alternatives	1-57
2. Project Alternatives	2-1
2.1 Project Description.....	2-1
2.2 Alternatives	2-1
2.2.1 Project Alternatives.....	2-1
2.2.2 No Build Alternative.....	2-2
2.2.3 Build Alternatives	2-10
2.3 Comparison of Alternatives	2-86
2.4 Summary of the Final Decision Making Process	2-107
2.5 Alternatives Considered but Eliminated from Further Discussion.....	2-107
2.5.1 Alternative Screening.....	2-107
2.5.2 Alternatives Withdrawn after the Alternatives Analysis	2-111
2.6 Permits and Approvals Needed	2-111
3. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures.....	3-1
HUMAN ENVIRONMENT	3.1-1
3.1 Land Use	3.1-1
3.1.1 Existing and Future Land Uses	3.1-1
3.1.2 Consistency with State, Regional, and Local Plans	3.1-9
3.1.3 Parks and Recreation Facilities, and Section 4(f) and 6(f) Resources	3.1-16
3.2 Growth	3.2-1
3.2.1 Regulatory Setting.....	3.2-1
3.2.2 Affected Environment.....	3.2-1
3.2.3 Environmental Consequences	3.2-4
3.2.4 Avoidance, Minimization, and/or Mitigation Measures	3.2-8
3.3 Community Impacts	3.3-1
3.3.1 Community Character and Cohesion	3.3-1
3.3.2 Relocations and Real Property Acquisition.....	3.3-35
3.3.3 Economic Impacts	3.3-48

3.3.4	Environmental Justice	3.3-57
3.4	Utilities/Emergency Services	3.4-1
3.4.1	Affected Environment	3.4-1
3.4.2	Environmental Consequences	3.4-5
3.4.3	Avoidance, Minimization, and/or Mitigation Measures	3.4-20
3.5	Traffic and Transportation/Pedestrian and Bicycle Facilities	3.5-1
3.5.1	Regulatory Setting	3.5-1
3.5.2	Affected Environment	3.5-1
3.5.3	Environmental Consequences	3.5-6
3.5.4	Avoidance, Minimization, and/or Mitigation Measures	3.5-25
3.6	Visual/Aesthetics	3.6-1
3.6.1	Regulatory Setting	3.6-1
3.6.2	Affected Environment	3.6-1
3.6.3	Environmental Consequences	3.6-18
3.6.4	Avoidance, Minimization, and/or Mitigation Measures	3.6-26
3.7	Cultural Resources	3.7-1
3.7.1	Regulatory Setting	3.7-1
3.7.2	Affected Environment	3.7-1
3.7.3	Environmental Consequences	3.7-7
3.7.4	Avoidance, Minimization, and/or Mitigation Measures	3.7-10
	PHYSICAL ENVIRONMENT	3.8-1
3.8	Hydrology and Floodplain.....	3.8-1
3.8.1	Regulatory Setting	3.8-1
3.8.2	Affected Environment	3.8-1
3.8.3	Environmental Consequences	3.8-5
3.8.4	Avoidance, Minimization, and/or Mitigation Measures	3.8-9
3.9	Water Quality and Storm Water Runoff.....	3.9-1
3.9.1	Regulatory Setting	3.9-1
3.9.2	Affected Environment	3.9-8
3.9.3	Environmental Consequences	3.9-14
3.9.4	Avoidance, Minimization, and/or Mitigation Measures	3.9-20
3.10	Geology/Soils/Seismic/Topography	3.10-1
3.10.1	Regulatory Setting	3.10-1
3.10.2	Affected Environment	3.10-1
3.10.3	Environmental Consequences	3.10-8
3.10.4	Avoidance, Minimization, and/or Mitigation Measures	3.10-20
3.11	Paleontology	3.11-1
3.11.1	Regulatory Setting	3.11-1
3.11.2	Affected Environment	3.11-1
3.11.3	Environmental Consequences	3.11-21
3.11.4	Avoidance, Minimization, and/or Mitigation Measures	3.11-27
3.12	Hazardous Waste/Materials.....	3.12-1
3.12.1	Regulatory Setting	3.12-1
3.12.2	Affected Environment	3.12-1
3.12.3	Environmental Consequences	3.12-10
3.12.4	Avoidance, Minimization, and/or Mitigation Measures	3.12-17

3.13	Air Quality	3.13-1
3.13.1	Regulatory Setting.....	3.13-1
3.13.2	Affected Environment.....	3.13-2
3.13.3	Environmental Consequences	3.13-9
3.13.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.13-40
3.14	Noise and Vibration.....	3.14-1
3.14.1	Regulatory Setting.....	3.14-1
3.14.2	Affected Environment.....	3.14-4
3.14.3	Environmental Consequences	3.14-7
3.14.4	Avoidance, Minimization, and/or Abatement Measures	3.14-16
3.15	Energy.....	3.15-1
3.15.1	Regulatory Setting.....	3.15-1
3.15.2	Affected Environment.....	3.15-1
3.15.3	Environmental Consequences	3.15-8
3.15.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.15-20
	BIOLOGICAL ENVIRONMENT	3.16-1
3.16	Natural Communities	3.16-1
3.16.1	Regulatory Setting.....	3.16-1
3.16.2	Affected Environment.....	3.16-1
3.16.3	Environmental Consequences	3.16-7
3.16.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.16-11
3.17	Wetlands and Other Waters	3.17-1
3.17.1	Regulatory Setting.....	3.17-1
3.17.2	Affected Environment.....	3.17-2
3.17.3	Environmental Consequences	3.17-11
3.17.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.17-13
3.18	Plant Species	3.18-1
3.18.1	Regulatory Setting.....	3.18-1
3.18.2	Affected Environment.....	3.18-1
3.18.3	Environmental Consequences	3.18-5
3.18.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.18-11
3.19	Animal Species	3.19-1
3.19.1	Regulatory Setting.....	3.19-1
3.19.2	Affected Environment.....	3.19-1
3.19.3	Environmental Consequences	3.19-6
3.19.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.19-11
3.20	Threatened and Endangered Species	3.20-1
3.20.1	Regulatory Setting.....	3.20-1
3.20.2	Affected Environment.....	3.20-2
3.20.3	Environmental Consequences	3.20-8
3.21	Invasive Species.....	3.21-1
3.21.1	Regulatory Setting.....	3.21-1
3.21.2	Affected Environment.....	3.21-1
3.21.3	Environmental Consequences	3.21-2
3.21.4	Avoidance, Minimization, and/or Mitigation Measures.....	3.21-4

3.22	Relationship Between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity	3.22-1
3.22.1	No Build Alternative	3.22-1
3.22.2	TSM/TDM Alternative.....	3.22-1
3.22.3	BRT Alternative.....	3.22-1
3.22.4	LRT Alternative	3.22-2
3.22.5	Freeway Tunnel Alternative	3.22-2
3.23	Irreversible and Irretrievable Commitments of Resources That Would Be Involved in the Proposed Project	3.23-1
3.23.1	No Build Alternative	3.23-1
3.23.2	Build Alternatives	3.23-1
3.24	Construction Impacts.....	3.24-1
3.24.1	Land Use	3.24-1
3.24.2	Growth.....	3.24-3
3.24.3	Community Impacts	3.24-3
3.24.4	Utilities/Emergency Services	3.24-3
3.24.5	Traffic and Transportation/Pedestrian and Bicycle Facilities.....	3.24-4
3.24.6	Visual/Aesthetics	3.24-6
3.24.7	Cultural Resources.....	3.24-6
3.24.8	Hydrology and Floodplain.....	3.24-6
3.24.9	Water Quality and Storm Water Runoff.....	3.24-7
3.24.10	Geology.....	3.24-8
3.24.11	Paleontology.....	3.24-9
3.24.12	Hazardous Waste/Materials.....	3.24-9
3.24.13	Air Quality.....	3.24-10
3.24.14	Noise	3.24-11
3.24.15	Energy	3.24-14
3.24.16	Natural Communities	3.24-15
3.24.17	Wetlands and Other Waters.....	3.24-16
3.24.18	Plant Species.....	3.24-16
3.24.19	Animal Species.....	3.24-16
3.24.20	Threatened and Endangered Species.....	3.24-17
3.24.21	Invasive Species.....	3.24-17
3.25	Cumulative Impacts	3.25-1
3.25.1	Regulatory Setting	3.25-1
3.25.2	Methodology	3.25-1
3.25.3	Resources Excluded from Cumulative Impact Analysis.....	3.25-2
3.25.4	Resources Evaluated for Cumulative Impact Analysis.....	3.25-2
4.	California Environmental Quality Act (CEQA) Evaluation.....	4-1
4.1	Determining Significance Under CEQA.....	4-1
4.2	Effects of the Proposed Project	4-1
4.2.1	Aesthetics	4-3
4.2.2	Agriculture and Forest Resources	4-5
4.2.3	Air Quality.....	4-5
4.2.4	Biological Resources	4-9
4.2.5	Cultural Resources.....	4-12
4.2.6	Geology and Soils	4-58

4.2.7	Greenhouse Gas Emissions	4-60
4.2.8	Hazards and Hazardous Materials	4-61
4.2.9	Hydrology and Water Quality	4-64
4.2.10	Land Use and Planning.....	4-67
4.2.11	Mineral Resources	4-68
4.2.12	Noise	4-69
4.2.13	Population and Housing.....	4-83
4.2.14	Public Services.....	4-83
4.2.15	Recreation.....	4-84
4.2.16	Transportation/Traffic	4-85
4.2.17	Utilities and Service Systems	4-88
4.2.18	Mandatory Findings of Significance.....	4-91
4.2.19	Unavoidable Significant Environmental Effects	4-92
4.2.20	Significant Irreversible Environmental Changes	4-94
4.2.21	Growth-Inducing Impacts	4-94
4.3	Climate Change	4-94
4.3.1	Regulatory Setting.....	4-95
4.3.2	Project Analysis.....	4-97
4.3.3	Project Operational Emissions	4-98
4.3.4	Construction Emissions	4-101
4.3.5	CEQA Conclusion.....	4-101
4.3.6	Greenhouse Gas Reduction Strategies	4-102
4.3.7	Adaptation Strategies	4-104
4.4	Mitigation Measures for Significant Impacts under CEQA.....	4-107
5.	Comments and Coordination.....	5-1
5.1	Introduction	5-1
5.2	Scoping Process.....	5-1
5.2.1	Notice of Preparation/Notice of Intent	5-1
5.2.2	Scoping Meetings.....	5-1
5.2.3	Comments Received During Scoping	5-2
5.3	Consultation and Coordination with Agencies.....	5-2
5.3.1	Consultation and Coordination with Cooperating and Participating Agencies	5-2
5.3.2	Consultation and Coordination with Public Agencies.....	5-4
5.3.3	Community Outreach and Information Meetings	5-5
5.4	Interagency Coordination Regarding Air Quality (Transportation Conformity Working Group)	5-7
5.5	Native American Consultation and Coordination	5-7
5.6	Documentation of Consultation.....	5-8
5.6.1	Participating Agencies.....	5-8
5.6.2	Cooperating Agencies	5-8
5.6.3	City of Monterey Park	5-8
5.6.4	Native American Consultation	5-9
5.6.5	Correspondence	5-9

6. List of Preparers.....	6-1
6.1 Lead Agency.....	6-1
6.1.1 California Department of Transportation, District 7	6-1
6.2 Project Participating Agency.....	6-1
6.2.1 Los Angeles County Metropolitan Transportation Authority.....	6-1
6.3 Consultants to the Lead Agency	6-2
6.3.1 CH2M HILL	6-2
6.3.2 LSA Associates, Inc.....	6-2
6.3.3 AECOM.....	6-3
6.3.4 Barrio Planners, Inc.	6-4
6.3.5 D'Leon Consulting Engineers Corporation	6-4
6.3.6 Dean Ryan Consultants and Designers	6-4
6.3.7 Earth Consultants International	6-4
6.3.8 Epic Land Solutions, Inc.	6-4
6.3.9 ILF Consulting Engineers.....	6-4
6.3.10 Jacobs Associates.....	6-4
6.3.11 JMDiaz Inc.....	6-4
6.3.12 Sapphos Environmental, Inc.	6-4
6.3.13 Tatsumi and Partners	6-5
6.3.14 Wilson, Ihrig and Associates.....	6-5
7. Distribution List	7-1
7.1 Federal Agencies.....	7-1
7.2 Tribal Governments	7-2
7.3 State Agencies	7-2
7.4 Regional Agencies and Districts	7-3
7.5 County Agencies	7-4
7.6 County and City Libraries	7-4
7.7 School Districts and Educational Institutions	7-6
7.8 Local Agencies.....	7-7
7.9 Federal and State Elected Officials	7-8
7.10 County Elected Officials.....	7-8
7.11 Local Elected Officials	7-9
7.12 Community-Based Organizations	7-10
7.13 Interested Parties	7-11
7.14 Railroads	7-12
7.15 Utilities.....	7-12
7.16 TAC Members	7-12
7.17 SOAC Members.....	7-14

Tables

Table 1.1: Existing and Future System VMT, VHT, and Person Trips for the Study Area and Region	1-15
Table 1.2: Periods of Recurring Freeway Congestion (2008).....	1-15
Table 1.3: Top Ten AM Period Bottlenecks in Los Angeles and Ventura Counties in 2011	1-21
Table 1.4: Top Ten PM Period Bottlenecks in Los Angeles and Ventura Counties in 2011	1-21
Table 1.5: Existing Conditions (2013) Freeway Volumes	1-22

Table 1.6: Future (2035) No-Build Freeway Volumes	1-22
Table 1.7: Existing Conditions (2013) Freeway LOS	1-25
Table 1.8: Future (2035) No-Build Freeway LOS	1-25
Table 1.9: 2013 and 2035 Intersection Level of Service.....	1-37
Table 1.10: Existing and Future Arterial Usage in the Study Area.....	1-47
Table 1.11: Volume/Capacity Ratio by Direction of Travel	1-47
Table 1.12: Existing and Future Transit Usage in the Study Area.....	1-48
Table 2.1: Projects Included in the Traffic Modeling for the No Build Alternative	2-5
Table 2.2: TSM/TDM Alternative Elements	2-13
Table 2.3: Local Street and Intersection Improvements of the TSM/TDM Alternative	2-14
Table 2.4: Transit Refinements in the TSM/TDM Alternative	2-20
Table 2.5: Active Transportation and Bus Enhancements of the TSM/TDM Alternative.....	2-20
Table 2.6: TSM/TDM Utility Relocations and Protections In-Place	2-21
Table 2.7: Summary of Permanent Acquisitions for the TSM/TDM Alternative	2-23
Table 2.8: BRT Alternative Utility Relocations.....	2-35
Table 2.9: Summary of Permanent Acquisitions for the BRT Alternative	2-37
Table 2.10: LRT Alternative Utility Relocations and Protections In-Place	2-49
Table 2.11: Summary of Permanent Acquisitions and Easements for the LRT Alternative	2-52
Table 2.12: Freeway Tunnel Alternative Single-Bore Design Variation Utility Relocations and Protections-in-Place	2-73
Table 2.13: Freeway Tunnel Alternative Dual-Bore Design Variation Utility Relocations and Protections-in-Place	2-75
Table 2.14: Summary of Permanent Acquisitions for the Design Variations of the Freeway Tunnel Alternative	2-79
Table 2.15: Summary of Alternatives and Impacts	2-87
Table 2.16: Permits, Reviews, and Approvals Required for Project Construction	2-112
Table 3.1.1: Existing and General Plan Land Uses by Jurisdiction	3.1-29
Table 3.1.2: Use of General Plan Designated Land Uses by the Build Alternatives	3.1-33
Table 3.1.3: Consistency of SR 710 North Study Alternatives with Local and Regional Plans	3.1-35
Table 3.1.4: Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction	3.1-61
Table 3.2.1: Growth Trends in the Study Area by Jurisdiction	3.2-2
Table 3.3.1: Community Cohesion Indicators	3.3-4
Table 3.3.2: Study Area Employment	3.3-6
Table 3.3.3: Community Facilities within 0.5 Mile of the Build Alternatives	3.3-8
Table 3.3.4: Parcel Acquisitions Required for the TSM/TDM Alternative	3.3-39
Table 3.3.5: Property Acquisitions Required for the BRT Alternative	3.3-41
Table 3.3.6: Property Acquisitions Required for the LRT Alternative	3.3-43
Table 3.3.7: Property Acquisitions Required for the Freeway Tunnel Alternative Single-Bore Design Variation	3.3-47
Table 3.3.8: Property Acquisitions Required for the Freeway Tunnel Alternative Dual-Bore Design Variation	3.3-47
Table 3.3.9: Property Tax Collections and Taxable Sales	3.3-49
Table 3.3.10: Property Tax Losses for the TSM/TDM Alternative	3.3-51
Table 3.3.11: Property Tax Losses for the BRT Alternative	3.3-52
Table 3.3.12: Property Tax Losses for the LRT Alternative	3.3-53
Table 3.3.13: Employment Impacts for the LRT Alternative	3.3-54

Table 3.3.14: Sales Tax Losses for the LRT Alternative	3.3-54
Table 3.3.15: Property Tax Losses for the Freeway Tunnel Alternative (Single-Bore and Dual-Bore Design Variations)	3.3-55
Table 3.3.16: Employment Impacts for the Freeway Tunnel Alternative (Single-Bore and Dual-Bore Design Variations)	3.3-55
Table 3.4.1: Alhambra Fire Department Stations Within 0.5 Mile of Build Alternatives	3.4-1
Table 3.4.2: Los Angeles Fire Department Stations Within 0.5 Mile of Build Alternatives	3.4-1
Table 3.4.3: Pasadena Fire Department Stations Within 0.5 Mile of Build Alternatives	3.4-2
Table 3.4.4: Utility Service Providers	3.4-6
Table 3.4.5: Construction Delays and Detours for the Freeway Tunnel Alternative	3.4-10
Table 3.4.6: Potential Effects on Utilities During Construction of the TSM/TDM Alternative	3.4-12
Table 3.4.7: Potential Effects on Utilities During Construction of the BRT Alternative	3.4-12
Table 3.4.8: Potential Effects on Utilities During Construction of the LRT Alternative	3.4-13
Table 3.4.9: Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Single-Bore Design Variation	3.4-16
Table 3.4.10: Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Dual-Bore Design Variation	3.4-18
Table 3.5.1: Level of Service Criteria for Average Delays at Intersections	3.5-27
Table 3.5.2: Level of Service Criteria for Basic, Weaving, and Merge/Diverge Segments	3.5-27
Table 3.5.3: Existing Year (2012) System, Highway, and Transit Performance	3.5-28
Table 3.5.4: LRT Alternative Parking Loss Summary (Construction)	3.5-29
Table 3.5.5: Freeway Tunnel Alternative Parking Loss Summary (Construction)	3.5-30
Table 3.5.6: Opening Year (2020/2025) System, Highway, and Transit Performance by Alternative	3.5-31
Table 3.5.7: Opening Year (2020/2025) and Horizon Year (2035) Truck Performance by Alternative	3.5-33
Table 3.5.8: TSM/TDM Alternative Parking Space Summary (Operations)	3.5-34
Table 3.5.9: BRT Alternative Parking Displacement Summary between Stations (Operations)	3.5-35
Table 3.5.10: LRT Alternative Parking Demand versus Parking Supply at Proposed Stations (Operations)	3.5-36
Table 3.5.11: Horizon Year (2035) System, Highway, and Transit Performance by Alternative ...	3.5-37
Table 3.5.12: Summary of 2035 Adverse Impacts on Intersections by Alternative	3.5-39
Table 3.5.13: Summary of the 2035 Adverse Impacts of the Build Alternatives on Freeway Segments	3.5-45
Table 3.5.14: Intersections with the Highest Increases in Delay and Volumes of Pedestrians by Build Alternative	3.5-57
Table 3.5.15: Intersections with the Highest Increases in Delay and Volumes of Bicycles by Build Alternative	3.5-59
Table 3.5.16: Transportation Management Plan Strategies Applicable to the Build Alternatives	3.5-61
Table 3.5.17 Summary of Affected Intersections and Freeway Segments	3.5-62
Table 3.6.1: Visual Quality for Existing Conditions and for the Proposed Build Alternatives	3.6-31
Table 3.6.2: Permanent Visual/Aesthetic Impacts – LRT Alternative	3.6-33
Table 3.6.3: Permanent Visual/Aesthetic Impacts – Freeway Tunnel Alternative	3.6-43
Table 3.7.1: Effects of the TSM/TDM Alternative on Historical Properties in the Area of Potential Effects	3.7-22

Table 3.7.2: Effects of the BRT Alternative on Historical Properties in the Area of Potential Effects	3.7-39
Table 3.7.3: Effects of the LRT Alternative on Historical Properties in the Area of Potential Effects	3.7-61
Table 3.7.4: Effects of the Non-Tunnel Segments of the Freeway Tunnel Alternative on Historical Properties in the Area of Potential Effects	3.7-78
Table 3.7.5: Effects of the Freeway Tunnel Alternative (Tunnel Segments) on Historical Properties in the Area of Potential Effects	3.7-93
Table 3.9.1: Receiving Waters Beneficial Uses.....	3.9-9
Table 3.9.2: Los Angeles Regional Water Quality Control Board Surface Water Quality Objectives for Inland Surface Waters	3.9-10
Table 3.9.3: Los Angeles Regional Water Quality Control Board Groundwater Quality Objectives	3.9-12
Table 3.9.4: 2010 Clean Water Act Section 303(d) Listing for Project Receiving Water Bodies	3.9-14
Table 3.10.1: Geologic Formations in the Study Area	3.10-3
Table 3.11.1: Geologic Units within the Project Areas for the Alternatives of the SR 710 North Study	3.11-4
Table 3.11.2: Paleontological Sensitivity/Potential of Geologic Units	3.11-10
Table 3.12.1: Sites of Concern for the Build Alternatives	3.12-9
Table 3.13.1: Air Quality Levels Measured at the 752 South Wilson Avenue Pasadena Station ..	3.13-5
Table 3.13.2: Air Quality Levels Measured at the 1630 North Main Street Los Angeles Station	3.13-6
Table 3.13.3: State and Federal Criteria Air Pollutant Standards, Effects, and Sources	3.13-7
Table 3.13.4: Maximum Construction Emissions by Alternative (lbs/day)	3.13-11
Table 3.13.5: Total Intersection Traffic Volume Comparisons	3.13-17
Table 3.13.6: AERMOD Source Parameters for the PM _{2.5} and PM ₁₀ Quantitative Analysis	3.13-21
Table 3.13.7: 24-Hour PM _{2.5} Quantitative Results.....	3.13-25
Table 3.13.8: Annual PM _{2.5} Quantitative Results	3.13-25
Table 3.13.9: 24-Hour PM ₁₀ Quantitative Results	3.13-25
Table 3.13.10: 2020/2025 Opening Year and 2035 Horizon Year Regional Vehicle Emissions – Project Study Area (lbs/day)	3.13-29
Table 3.13.11: 2020/2025 Opening Year and 2035 Horizon Year MSAT Emissions – Project Study Area (lbs/day)	3.13-37
Table 3.14.1: Noise Abatement Criteria	3.14-2
Table 3.15.1: Annual Electric Consumption in Los Angeles County in 2011	3.15-5
Table 3.15.2: Natural Gas Consumption in Los Angeles County in 2011	3.15-5
Table 3.15.3: Study Area Temporary Indirect Energy Impacts.....	3.15-10
Table 3.15.4: Regional Temporary Indirect Energy Impacts	3.15-10
Table 3.15.5: Study Area Permanent Indirect Energy Impacts	3.15-13
Table 3.15.6: Regional Permanent Indirect Energy Impacts	3.15-13
Table 3.15.7: Study Area Energy Consumption – Annual.....	3.15-15
Table 3.15.8: Regional Energy Consumption – Annual	3.15-15
Table 3.15.9: Study Area Operational Energy Consumption – Percent Change	3.15-16
Table 3.15.10: Regional Operational Energy Consumption – Percent Change	3.15-16
Table 3.15.11: Study Area Energy Consumption Summary.....	3.15-19
Table 3.15.12: Regional Energy Consumption Summary	3.15-19
Table 3.16.1: Acreages of Plant Communities and Cover Types in the BSA.....	3.16-2

Table 3.16.2: Temporary Impacts to Plant Communities and Cover Types by Build Alternative ..	3.16-7
Table 3.16.3: Permanent Impacts to Plant Community and Cover Types by Build Alternative ..	3.16-10
Table 3.17.1: Drainages and Wetland Features in the BSA and USACE Jurisdictional Areas.....	3.17-3
Table 3.17.2: Drainages, Wetlands, and Riparian Features in the BSA and CDFW/RWQCB Jurisdictional Areas.....	3.17-6
Table 3.17.3: Functions and Values of Laguna Channel and the Del Mar Pump Station.....	3.17-10
Table 3.17.4: Jurisdictional Impacts of the Freeway Tunnel Alternative Design Variations.....	3.17-12
Table 3.18.1: Surveyed Trees by Build Alternative and City	3.18-5
Table 3.18.2: Impacts to Protected and Other Trees Affected by the Build Alternatives	3.18-6
Table 3.19.1: Temporary Impacts to Animal Species by Build Alternative	3.19-7
Table 3.19.2: Permanent Impacts to Animal Species by Build Alternative.....	3.19-9
Table 3.20.1: Federally and/or State-Listed Endangered, Threatened, and Candidate Plant Species.....	3.20-3
Table 3.20.2: Federally and/or State Listed Endangered, Threatened and/or Candidate Wildlife Species	3.20-6
Table 3.25.1: Summary Table	3.25-3
Table 4.1: Historical Resources for the Purposes of CEQA	4-14
Table 4.2: LRT Maintenance Yard/Shop Noise Analysis.....	4-71
Table 4.3: TSM/TDM Alternative Study Area Traffic Noise Analysis.....	4-76
Table 4.4: BRT Alternative Study Area Traffic Noise Analysis	4-77
Table 4.5: LRT Alternative Study Area Traffic Noise Analysis	4-78
Table 4.6: Freeway Tunnel Alternative Single-Bore Design Variations Study Area Traffic Noise Analysis.....	4-79
Table 4.7: Freeway Tunnel Alternative Dual-Bore Design Variations Study Area Traffic Noise Analysis.....	4-81
Table 4.9: 2020 Opening Year Greenhouse Gas Emissions – Project Study Area (metric tons/day)	4-100
Table 4.10: 2025 Opening Year Greenhouse Gas Emissions – Project Study Area (metric tons/day)	4-100
Table 4.11: 2035 Greenhouse Gas Emissions – Project Study Area (metric tons/day)	4-100
Table 4.12: Total Construction Greenhouse Gas Emissions.....	4-101
Table 4.13: Climate Change/CO ₂ Reduction Strategies	4-104
Table 4.14: Measures for Significant Impacts.....	4-107
Table 5.1: Summary of SR 710 North Study Community Outreach Meetings	5-10
Table 5.2: Summary of Consultation with Native American Tribes and their Representatives in June 2013.....	5-19

Figures

Figure 1-1: Project Location	1-3
Figure 1-2: Southern California Region	1-9
Figure 1-3: East-West Screenline	1-13
Figure 1-4: PM Peak Hour Speed Variations on I-5 Southbound	1-17
Figure 1-5: Out-of-Direction Travel.....	1-19
Figure 1-6: Level of Service for Freeways	1-23
Figure 1-7: Year 2008 Average PM Speeds	1-27
Figure 1-8: Year 2035 Average PM Speeds	1-29

Figure 1-9: Level of Service for Signalized Intersections	1-33
Figure 1-10: Level of Service for Two-Way Stop Controlled Intersections.....	1-35
Figure 1-11: Study Area Street Segments Analyzed for Cut-Through Traffic	1-43
Figure 1-12: Year 2012 Arterial Traffic Volumes	1-45
Figure 1-13: Transit Travel Time (in Minutes) to Downtown Pasadena.....	1-49
Figure 2-1: No Build Alternative	2-3
Figure 2-2: TSM/TDM Alternative	2-11
Figure 2-3a: BRT Alternative.....	2-29
Figure 2-3b: Proposed Bus Routes for BRT Alternative.....	2-33
Figure 2-4a: LRT Alternative	2-41
Figure 2-4b: Proposed Bus Feeder Routes for LRT Alternative	2-43
Figure 2-5: Haul Route for the LRT Alternative	2-55
Figure 2-6: Freeway Tunnel Alternative, Single and Dual Bore.....	2-61
Figure 2-7: Freeway Tunnel Alternative, Dual Bore Cross Section.....	2-65
Figure 2-8: Freeway Tunnel Alternative, Single Bore Cross Section.....	2-67
Figure 2-9: Haul Routes for the Freeway Tunnel Alternative.....	2-81
Figure 3.1-1: Existing Land Uses	3.1-69
Figure 3.1-2: General Plan Land Uses.....	3.1-95
Figure 3.1-3: Cascades Park.....	3.1-121
Figure 3.1-4: BRT Alternative at Cascades Park.....	3.1-123
Figure 3.6-A: Resource Change by Build Alternative.....	3.6-49
Figure 3.6-B: Viewer Response by Build Alternative	3.6-51
Figure 3.6-C: Visual Impact by Build Alternative	3.6-53
Figure 3.8-1: Floodplain Overview	3.8-3
Figure 3.10-1: Geologic Map	3.10-25
Figure 3.10-2: Geologic Cross Section – LRT Alternative.....	3.10-27
Figure 3.10-3: Geologic Cross Section – Freeway Tunnel Alternative.....	3.10-29
Figure 3.10-4: Geologic Hazard Zones.....	3.10-31
Figure 3.10-5: Dam Inundation Areas	3.10-33
Figure 3.11-1: TSM/TDM Alternative Local Street and Intersection Improvements Project Area Paleontological Sensitivity.....	3.11-11
Figure 3.11-2: BRT Alternative Project Area Paleontological Sensitivity.....	3.11-13
Figure 3.11-3: LRT Alternative Project Area Paleontological Sensitivity	3.11-15
Figure 3.11-4: Freeway Tunnel Alternative Project Area Paleontological Sensitivity	3.11-17
Figure 3.12-1: Sites of Concern.....	3.12-5
Figure 3.13-1: National MSAT Emission Trends	3.13-32
Figure 3.14-1: Noise Levels of Common Activities	3.14-2
Figure 3.15-1: Alternative Fueled Vehicles in Use in the U.S. – 1995 Through 2010.....	3.15-7
Figure 3.15-2: Estimated Consumption of Alternative Fuel by AFVs in the U.S. – 1995 Through 2010.....	3.15-7
Figure 3.16-1: Biological Survey Area	3.16-13
Figure 3.16-2: Plant Community Map	3.16-15
Figure 3.17-1: Extent Indicators for Potential USACE Jurisdictional Features Map	3.17-17
Figure 3.17-2: Potential USACEUSACE Jurisdictional Features Map	3.17-19
Figure 3.17-3: Extent Indicators for Potential CDFW and RWQCB Jurisdictional Features Map ..	3.17-33
Figure 3.17-4: Potential CDFW and RWQCB Jurisdictional Features Map	3.17-35
Figure 3.17-5: Freeway Tunnel Alternative Impacts to Potentially Jurisdictional Features.....	3.17-51

3. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Chapter 3 describes the existing affected environment in the study area for the State Route 710 (SR 710) North Study. The affected environment is the base environmental condition on which environmental effects of the Build Alternatives are evaluated.

The sections in Chapter 3 include the regulatory setting applicable to the environmental topic, the methodology of impact analysis, a description of the affected environment, environmental effects resulting from the No Build and Build Alternatives, and measures to avoid, minimize, or mitigate adverse impacts of the Build Alternatives. Tables and figures are included throughout Chapter 3 to support the impact analyses.

The National Environmental Policy Act (NEPA) uses the terms impact, effect, and consequences synonymously. For an action to affect the environment it must have a causal relationship with the environment. NEPA distinguishes three types of causal impacts: direct, indirect, and cumulative, as follows:

- **Direct Impact:** A direct impact or effect is caused by the proposed action and occurs at the same time and place (40 Code of Federal Regulations [CFR] 1508.8).
- **Indirect Impact:** An indirect impact or effect is caused by the action and occurs later in time or farther removed in distance, but is still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, as well as related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8).
- **Cumulative Impact:** A cumulative impact or effect is an impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR Section 1508.7).

Sections 3.1 through 3.25 in this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) analyze the permanent and temporary direct and indirect impacts of the No Build and Build Alternatives. The evaluation of the potential effects of the No Build and Build Alternatives provided in this chapter was conducted by comparing the proposed alternatives to the baseline conditions. For most environmental topics, the baseline used in the impact evaluation is the existing conditions in the study area. For several environmental topics (traffic, air quality, noise, and energy), the evaluation focuses on a baseline using future No Build conditions (2035 Build Out and/or 2020/2025 Opening Year) because those comparisons provide for the most appropriate consideration of effects. The contribution of the Build Alternatives to cumulative effects is analyzed in Section 3.25 in this Draft EIR/EIS. Sections 3.1 through 3.25 cover the following topics:

- 3.1 Land Use
- 3.2 Growth
- 3.3 Community Impacts
- 3.4 Utilities/Emergency Services
- 3.5 Traffic and Transportation/Pedestrian and Bicycle Facilities
- 3.6 Visual/Aesthetics
- 3.7 Cultural Resources
- 3.8 Hydrology and Floodplain
- 3.9 Water Quality and Storm Water Runoff
- 3.10 Geology/Soils/Seismic/Topography
- 3.11 Paleontology
- 3.12 Hazardous Waste/Materials
- 3.13 Air Quality
- 3.14 Noise and Vibration
- 3.15 Energy
- 3.16 Natural Communities
- 3.17 Wetlands and Other Waters
- 3.18 Plant Species
- 3.19 Animal Species
- 3.20 Threatened and Endangered Species
- 3.21 Invasive Species
- 3.22 Relationship Between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity
- 3.23 Irreversible and Irretrievable Commitments of Resources That Would be Involved in the Proposed Project
- 3.24 Construction Impacts
- 3.25 Cumulative Impacts

As part of the scoping and environmental analyses conducted for the project, the following environmental resources were considered but no potential for adverse impacts to these resources by the Build Alternatives was identified. Consequently, there is no further discussion regarding these resources in this EIR/EIS:

- **Farmlands and Timberlands:** There are no timberlands or prime, unique, or soils of local significance for farmlands in the study area.
- **Wild and Scenic Rivers:** There are no rivers listed in the National Inventory of Wild and Scenic Rivers in the study area.
- **Coastal Zone:** The study area is not located in the Coastal Zone.

HUMAN ENVIRONMENT

3.1 Land Use

The potential for the proposed project to result in impacts related to land use is provided in this section based on analyses in the *Community Impact Assessment* (CIA) (2014) and the *Draft Relocation Impact Report* (DRIR) (2014).

3.1.1 Existing and Future Land Uses

3.1.1.1 Affected Environment

The study area for existing and General Plan land uses that could potentially be directly affected by the proposed project was defined as the 9 cities, 3 neighborhoods, and 3 unincorporated communities in which physical improvements in the Build Alternatives would be constructed. A larger area was also considered in these analyses so as to evaluate a broader area's potential to be affected by the project. That larger study area extends across 20 cities, 7 neighborhoods, and 8 unincorporated communities in Los Angeles County.

Existing Land Uses

The land use study area and the existing land uses in the study area by jurisdiction are shown on Figure 3.1-1. The existing land uses in the study area described by jurisdiction in Table 3.1.1 include a wide range of residential, commercial, public, and institutional uses. (Please note that the tables and figures cited in this section are provided following the last page of text in this section.)

Planned Land Uses

Figure 3.1-2 shows the General Plan land use designations by jurisdiction in the study area. The General Plan land uses in the study area (which are summarized in Table 3.1.1) include a wide range of residential, commercial, public, and institutional uses.

Development Trends

Planned and approved transportation and land development projects in the study area are listed in Table 3.25.1 and are shown on Figure 3.25-1 in Section 3.25, Cumulative Impacts. Section 3.2, Growth, provides a detailed discussion of forecasted growth in Los Angeles County and the cities in the study area. As described in Section 3.2, the cities and communities in the study area are forecasted to experience various rates of growth in population, households, and employment between 2008 and 2035. In general, the study area includes cities and communities that are largely built out as well as cities and communities with vacant land and opportunities for infill development.

3.1.1.2 Environmental Consequences

Temporary Impacts

No Build Alternative

The No Build Alternative does not include the construction of any of the improvements in the State Route 710 (SR 710) North Study Build Alternatives. As a result, the No Build Alternative would not result in short-term effects related to existing or General Plan land uses and short-term losses of parking associated with improvements in the Build Alternatives.

Build Alternatives

All the Build Alternatives would result in direct, temporary, construction-related effects on existing land uses, including business and neighborhood disruptions during construction that may include disruption of local traffic patterns, access to homes and businesses, and increased traffic congestion, noise, vibration, and dust. Temporary land use impacts would also include the use of privately owned properties for temporary construction easements (TCEs). At the completion of construction, land used for TCEs would be returned to its original condition after construction. As a result, the TCEs are not expected to adversely affect existing or planned land uses on those parcels. The TCEs anticipated to be required during construction of the Build Alternatives and the short-term parking impacts that would occur during construction of the Build Alternatives are described below.

TSM/TDM Alternative

The TCEs required during construction of the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative are shown on Figure 3.3-9 in Appendix L. The TSM/TDM Alternative would require TCEs on approximately 16 parcels in Alhambra, El Sereno, Pasadena, San Gabriel, and South Pasadena. The TSM/TDM Alternative would not result in short-term impacts to on- or off-street parking.

BRT Alternative

The TCEs required during construction of the Bus Rapid Transit (BRT) Alternative are shown on Figure 3.3-10 in Appendix L. The BRT Alternative would require TCEs on approximately 36 parcels in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena. The BRT Alternative would not result in short-term impacts to on- or off-street parking.

The BRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to Interstate 10 [I-10]). Therefore, construction of the BRT Alternative would also require the same TCEs as the TSM/TDM Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the BRT Alternative would require TCEs on approximately 52 parcels and would not result in short-term impacts to on- or off-street parking. None of the short-term impacts related to land use anticipated to occur during construction of the BRT Alternative would be adverse.

LRT Alternative

The TCEs required during construction of the Light Rail Transit (LRT) Alternative are shown on Figure 3.3-11 in Appendix L. The LRT Alternative would require TCEs on approximately 13 parcels in Alhambra, El Sereno, and Monterey Park.

Construction of the LRT Alternative improvements would result in the temporary loss of approximately 240 parking spaces in East Los Angeles, Monterey Park, Pasadena, and South Pasadena. These include approximately 128 on-street parking spaces along Mednik Avenue in East Los Angeles, approximately 26 on-street parking spaces along Floral Drive in Monterey Park and East Los Angeles, approximately 30 on-street parking spaces along Huntington Drive and Fair Oaks Avenue in the vicinity of the Huntington Station site in South

Pasadena, approximately 30 on-street parking spaces in the vicinity of the South Pasadena Station site in South Pasadena, and approximately 26 on-street parking spaces on Raymond Avenue in the vicinity of the Fillmore Station site in Pasadena. Once construction is completed, each of the approximately 240 parking spaces would be restored and available for use during all hours.

The LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road). Therefore, construction of the LRT Alternative would also require most of the same TCEs as the TSM/TDM Alternative, but would not require TCEs on approximately 3 parcels in Alhambra and El Sereno.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the LRT Alternative would require TCEs on approximately 26 parcels and would result in the temporary loss of approximately 240 on-street parking spaces. None of the short-term impacts related to land use and parking anticipated to occur during construction of the LRT Alternative would be adverse.

Freeway Tunnel Alternative

The TCEs required during construction of the single-bore and dual-bore design variations of the Freeway Tunnel Alternative are shown on Figures 3.3-12 and 3.3-13, respectively, in Appendix L. The single-bore design variation would require TCEs on approximately 52 parcels in Alhambra, El Sereno, and Pasadena, and the dual-bore design variation would require TCEs on approximately 47 parcels in Alhambra, El Sereno, and Pasadena.

Construction of both design variations of the Freeway Tunnel Alternative would result in the temporary loss of approximately 17 parking spaces on the Green Street Bridge over SR 710 in the City of Pasadena while that bridge is being reconstructed. Once the bridge reconstruction is complete, each of the approximately 17 parking spaces would be restored and available for use during all hours.

The Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John Avenue extension between Del Mar Boulevard and California Boulevard). Therefore, construction of the Freeway Tunnel Alternative would also require most of the same TCEs as the TSM/TDM Alternative, but would not require TCEs on approximately 5 parcels in Alhambra, El Sereno, and Pasadena.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the single- and dual-bore design variations of the Freeway Tunnel Alternative would require TCEs on approximately 63 and 58 parcels, respectively. In addition, both design variations would result in the temporary loss of approximately 17 on-street parking spaces. None of the short-term impacts related to land use and parking anticipated to occur during construction of the Freeway Tunnel Alternative would be adverse.

Permanent Impacts

No Build Alternative

The No Build Alternative does not include the operation of any of the improvements in the SR 710 North Study Build Alternatives. As a result, the No Build Alternative would not result in long-term effects related to General Plan land uses, included permanent easements, right of way (ROW) acquisition, and parking losses associated with improvements in the Build Alternatives.

Build Alternatives

Some of the Build Alternatives would require one or more types of permanent easements. Aerial easements would be required to accommodate elevated structures or overhead utility lines above a property. Surface easements would be required to accommodate structural foundations on a property. Subsurface easements would be required to accommodate underground utility lines or other underground structures not related to tunnels beneath a property. Tunnel easements would be required to accommodate tunnel structures beneath a property.

Each Build Alternative would result in the permanent acquisition and conversion of land currently planned for non-transportation uses into transportation uses, which would result in inconsistencies with land use designations in local jurisdictions' General Plans. If a Build Alternative is selected for implementation, those inconsistencies would exist until the applicable local General Plans are amended to reflect the use of the affected land for transportation improvements in the selected Build Alternative. Neither Metro nor the California Department of Transportation (Caltrans) has land use planning authority, and neither has authority to require local jurisdictions to amend their General Plans. Therefore, it will be the decision of the affected local jurisdictions on how and when to address the identified General Plan land use inconsistencies. However, because it is generally desirable that the General Plans be consistent with existing conditions, Metro and Caltrans may request that the applicable local jurisdictions amend their General Plans to reflect the permanent use of land for the improvements included in the selected Build Alternative. The effects of the Build Alternatives related to permanent easements, General Plan land uses, and consistency with adopted plans are discussed in the following sections.

TSM/TDM Alternative

As shown on Figure 3.3-9 (provided in Appendix L), the TSM/TDM Alternative would require two permanent aerial easements related to bridge construction over the Union Pacific Railroad (UPRR) tracks near Mission Road in El Sereno and Alhambra. These easements would not interfere with or otherwise adversely affect the land uses below them.

The TSM/TDM Alternative would not result in changes to existing land use patterns along any of the roads where the physical improvements in this Alternative would be constructed because this Alternative would require only very minor permanent land acquisition that would not be expected to change the land uses in the adjacent areas.

Figure 3.3-9 (provided in Appendix L) also shows the ROW that would be permanently acquired for the TSM/TDM Alternative. Table 3.1.2 shows that approximately 0.6 ac of General Plan designated land uses would be permanently converted to transportation uses

under the TSM/TDM Alternative. The General Plan designated land uses that would be converted to transportation uses include small amounts of mixed urban, commercial/office, multifamily residential, public facilities, and single-family residential uses. As a result of the permanent acquisition of that land, the TSM/TDM Alternative would result in inconsistencies with the General Plan land use designations on the affected parcels in the Cities of Alhambra, Los Angeles, Pasadena, Rosemead, San Gabriel, and South Pasadena, and Los Angeles County. These General Plan inconsistencies would not result in any adverse effects on residents or facility users.

The TSM/TDM Alternative would result in two types of permanent on-street parking losses. Due to short-term parking restrictions, some parking spaces would be lost during weekday morning (between 7:00 a.m. and 9:00 a.m.) and afternoon (between 4:00 p.m. and 6:00 p.m.) peak periods. Other parking spaces would be lost permanently. Although the TSM/TDM Alternative would result in the permanent loss of approximately 26 on-street parking spaces in Alhambra during the weekday morning and afternoon peak periods and the permanent loss of approximately 220 on-street parking spaces in Alhambra, San Gabriel, San Marino, and South Pasadena during all hours, the remaining parking supply during the peak and non-peak periods would be greater than the existing parking demand in the vicinity of the parking losses.

BRT Alternative

The improvements in the BRT Alternative would not require any permanent easements.

The BRT Alternative would not result in changes to existing land use patterns along the roads in the jurisdictions in which physical improvements would be constructed because the BRT Alternative would require only very minor land acquisition that would not be expected to change the land uses in the adjacent areas.

Figure 3.3-10 (provided in Appendix L) shows the ROW that would be acquired for the BRT Alternative. As shown in Table 3.1.2, the BRT Alternative would permanently convert approximately 0.3 ac of General Plan designated commercial/office, mixed use, and multifamily residential uses to transportation uses. As a result of the permanent acquisition of that land, the BRT Alternative would result in inconsistencies with the land use designations in the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, and the County of Los Angeles General Plans. These General Plan inconsistencies would not result in any adverse effects on residents or facility users.

Under the BRT Alternative, some on-street parking spaces would be lost during the weekday morning (between 7:00 a.m. and 9:00 a.m.) and afternoon (between 4:00 p.m. and 6:00 p.m.) peak periods due to short-term parking restrictions. Other parking spaces would be permanently lost. Although the BRT Alternative would result in the permanent loss of approximately 1,029 on-street parking spaces in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena during the weekday morning and afternoon peak periods and the permanent loss of approximately 114 on-street parking spaces in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena during all hours, the remaining parking supply during the peak and non-peak periods would be greater than the existing parking demand in the vicinity of the parking losses.

The BRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10). Therefore, operation of the BRT Alternative would also result in the permanent conversion of the same number of acres of General Plan designated land uses to transportation uses (approximately 0.6 ac) as the TSM/TDM Alternative. The operation of the BRT Alternative would also result in the permanent loss of the same number of on-street parking spaces during the weekday morning and afternoon peak periods (approximately 26 spaces) and during all hours (approximately 220 spaces) as the TSM/TDM Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the BRT Alternative would result in the permanent conversion of approximately 0.9 ac of General Plan designated land uses to transportation uses, and the permanent loss of approximately 1,055 on-street parking spaces during the weekday morning and afternoon peak periods and approximately 334 on-street parking spaces during all hours. None of the long-term impacts related to land use and parking anticipated to occur during operation of the BRT Alternative would be adverse.

LRT Alternative

Figure 3.3-11 (provided in Appendix L) shows that the LRT Alternative would require permanent tunnel easements beneath approximately 183 parcels in Alhambra, El Sereno, Pasadena, and South Pasadena. The LRT Alternative would also require permanent aerial easements above approximately 12 parcels in East Los Angeles and Monterey Park, and permanent subsurface easements beneath approximately 1 parcel in Alhambra. None of these easements would interfere with or otherwise adversely affect the land uses above or below them.

The LRT Alternative would result in changes to existing land use patterns in the vicinity of the seven proposed light rail stations. Figure 3.3-11 in Appendix L also shows that all the ROW that would be acquired for the LRT Alternative would be in the station areas. Existing land uses on parcels that would be acquired would be replaced with light rail station entrances, platforms, power substations, parking areas, and other facilities associated with the LRT facilities. In addition, the Mednik Station includes space for retail and restaurant development under the aerial tracks and a station on the west side of Mednik Avenue, between Gleason Street and 3rd Street.

As shown in Table 3.1.2, the LRT Alternative would permanently convert approximately 18.0 ac of General Plan designated commercial/office, local parks, open space, and recreation, mixed commercial and industrial, multifamily residential, and public facility uses to transportation uses. As a result of the permanent acquisition of that land, the LRT Alternative would result in inconsistencies with the land use designations in the General Plans for the Cities of Alhambra, Los Angeles, Monterey Park, Pasadena, and South Pasadena, and the County of Los Angeles. These General Plan inconsistencies would not result in any adverse effects on residents or facility users.

The LRT Alternative improvements would result in the permanent loss of approximately four on-street parking spaces in the vicinity of the Huntington Station in the City of South

Pasadena. Off-street parking provided at the Alhambra, Floral, Huntington, and South Pasadena Stations is anticipated to exceed the projected demand for parking at each respective station. As such, no parking overflow from the proposed LRT stations is anticipated to occur in the vicinity of these stations. Parking will be provided for the restaurant and retail components of the Mednik Station to meet the anticipated demand of those uses. The adjacent on-street parking supply in the vicinity of the Mednik Station would be available in the event of on-site parking overflow.

The LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road). Therefore, operation of the LRT Alternative would also result in the permanent conversion of the same number of acres of General Plan designated land uses to transportation uses (approximately 0.6 ac) as the TSM/TDM Alternative. The operation of the LRT Alternative would also result in the permanent loss of the same number of on-street parking spaces during the weekday morning and afternoon peak periods (approximately 26 spaces) as the TSM/TDM Alternative, but would only result in the permanent loss of approximately 85 on-street parking spaces during all hours.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the LRT Alternative would result in the permanent conversion of approximately 19.06 ac of General Plan designated land uses to transportation uses, and the permanent loss of approximately 26 on-street parking spaces during the weekday morning and afternoon peak periods and approximately 89 on-street parking spaces during all hours. None of the long-term impacts related to land use and parking anticipated to occur during operation of the LRT Alternative would be adverse.

Freeway Tunnel Alternative

Figure 3.3-12 (provided in Appendix L) shows that the single-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements under approximately 324 parcels in El Sereno, Pasadena, and South Pasadena. The single-bore design variation would also require permanent footing easements on approximately 3 parcels in Alhambra and El Sereno and permanent subsurface easements for uses other than the tunnel (e.g., utility relocations) beneath approximately 32 parcels in Alhambra, El Sereno, and Pasadena. Permanent maintenance easements would be required to permit ongoing inspection and maintenance of the transportation improvement on 1 parcel in Alhambra.

Figure 3.3-13 (provided in Appendix L) shows that the dual-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements under approximately 563 parcels in El Sereno, Pasadena, and South Pasadena. The dual-bore design variation would also require permanent subsurface easements for uses other than the tunnel (e.g., utility relocations) under approximately 41 parcels in Alhambra, El Sereno, and Pasadena. The dual-bore design variation would also require permanent footing easements on approximately 3 parcels in Alhambra and El Sereno. Permanent maintenance easements would be required to permit ongoing inspection and maintenance of the transportation improvements on 2 parcels in El Sereno and 1 parcel in Alhambra.

None of the permanent easements required under Freeway Tunnel Alternative design variations would interfere with or otherwise adversely affect the land uses above or below them.

The single-bore and dual-bore design variations of the Freeway Tunnel Alternative would not result in changes to existing land use patterns along any roads in the jurisdictions in which physical improvements would be constructed. This is because the Freeway Tunnel Alternative would require only minor land acquisition that would not be expected to change the land uses in the adjacent areas. As shown in Table 3.1.2 and on Figure 3.3-12 (provided in Appendix L), the ROW that would be acquired for the single-bore design variation of the Freeway Tunnel Alternative would permanently convert approximately 1.5 ac of land designated in General Plans for commercial/office, mixed urban, and public facility uses to transportation uses. Table 3.1.2 and Figure 3.3-13 (provided in Appendix L) show that the ROW that would be acquired for the dual-bore design variation of the Freeway Tunnel Alternative would permanently convert approximately 1.5 ac of land designated in General Plans for commercial/office, mixed urban, and public facility uses to transportation uses.

As a result of the permanent acquisition of land, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would result in inconsistencies with the land use designations in the General Plans for the Cities of Alhambra and Los Angeles. These General Plan inconsistencies would not result in any adverse effects on residents or facility users.

The single-bore and dual-bore design variations of the Freeway Tunnel Alternative would not result in the permanent loss of any on-street parking spaces.

The Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John Avenue extension between Del Mar Boulevard and California Boulevard). Therefore, operation of the Freeway Tunnel Alternative would also result in the permanent conversion of most of the same General Plan designated land uses to transportation uses as the TSM/TDM Alternative; however, neither design variation would result in the permanent conversion of 0.2 ac of General Plan designated land uses in Pasadena. The operation of the Freeway Tunnel Alternative would also result in the permanent loss of the same number of on-street parking spaces during the weekday morning and afternoon peak periods (approximately 26 spaces) as the TSM/TDM Alternative, but would only result in the permanent loss of approximately 85 on-street parking spaces during all hours.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the Freeway Tunnel Alternative would result in the permanent conversion of approximately 1.8 ac of General Plan designated land uses to transportation uses, and the permanent loss of approximately 26 on-street parking spaces during the weekday morning and afternoon peak periods and approximately 85 on-street parking spaces during all hours. None of the long-term impacts related to land use and parking anticipated to occur during operation of the Freeway Tunnel Alternative would be adverse.

3.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

General Plan amendments would be required as a result of the incorporation of nontransportation General Plan-designated land into transportation facilities included in the Build Alternatives to ensure consistency with land uses as designated in the local General Plans. Measure LU-1, below, would mitigate the land use effects of the Build Alternatives by making the local General Plans consistent with the improvements in the selected Alternative.

Measure LU-1

General Plans (applies to all four Build Alternatives): The Build Alternatives would result in inconsistencies with local jurisdictions' General Plans and/or other local land use plans. If a Build Alternative is selected for implementation, the Los Angeles County Metropolitan Transportation Authority (for the TSM/TDM, BRT, and LRT Alternatives) and the California Department of Transportation (for the Freeway Tunnel Alternative) will request the applicable local jurisdictions to amend their General Plans and/or other local land use plans after the acquisition of land for the selected alternative to reflect the improvements in that Build Alternative.

Amendments to the RTP/SCS and FTIP would be required if the single-bore Freeway Tunnel design variation, the non-toll dual-bore Freeway Tunnel, TSM/TDM, BRT, or LRT Alternative is selected for implementation. Measure LU-2, below, addresses the need to amend the RTP/SCS and FTIP if the single-bore Freeway Tunnel design variation, the non-toll dual-bore Freeway Tunnel, TSM/TDM, BRT, or LRT Alternative is selected for implementation.

3.1.2 Consistency with State, Regional, and Local Plans

3.1.2.1 Affected Environment

Regional Plans

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality.

The 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2012) is a comprehensive 20-year transportation plan that provides a vision for the future of the multimodal transportation system in the SCAG region and how that vision can be achieved. The 2012 RTP/SCS identifies major challenges and potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

The following goals adopted by SCAG in the 2012 RTP/SCS are relevant to the SR 710 North Study:

- **Goal 2:** Maximize mobility and accessibility for all people and goods in the region.
- **Goal 3:** Ensure travel safety and reliability for all people and goods in the region.
- **Goal 4:** Preserve and ensure a sustainable regional transportation system.
- **Goal 5:** Maximize the productivity of our transportation system

- **Goal 6:** Protect the environment and health of residents by improving air quality and encouraging active transportation (non-motorized transportation such as bicycling and walking).

The Federal Clean Air Act requires all states to develop a general plan to attain and maintain the National Ambient Air Quality Standards (NAAQS) as well as a specific plan to attain the NAAQS for each area designated nonattainment for an NAAQS. These plans, known as State Implementation Plans (SIPs), are developed by state and local air quality management agencies and submitted to the United States Environmental Protection Agency (EPA) for approval. Federal law also requires that all federally funded projects and regionally significant projects (regardless of funding) must be listed in a Federal Transportation Improvement Program (FTIP). SCAG is responsible for preparing the FTIP for the region every 2 years. The proposed project is listed in the 2012 financially constrained RTP/SCS, which was found to conform to the SIP by SCAG on April 4, 2012, and by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on June 5, 2012. The project is also included in the financially constrained 2015 FTIP, which was determined to conform by FHWA and FTA on December 15, 2014.

The description in the RTP states the following:

“SR-710 North Extension (tunnel) (alignment TBD). 4 toll lanes in each direction in tunnel.”

The project is described in the FTIP (Project ID: 18790) as:

“Route 710: Study to perform alternative analysis, engineering and environmental studies to close 710 Freeway gap.”

The tolled operational variation of the Freeway Tunnel Alternative with the dual-bore design variation is consistent with the SR 710 North description in the RTP and FTIP. The TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives with the other design and operational variations are not consistent with the description in the RTP or the FTIP.

Local Plans

The General Plans of the County of Los Angeles and each of the cities in the study area in which project improvements would be located were reviewed to understand the development trends, land use-related goals, and specific plan policies of those that could be affected by the project alternatives. The General Plan Land Use designations for the study area are shown on Figure 3.1-2 and the General Plan land uses are described in Table 3.1.1.

Although some of the cities and communities in the study area contain vacant land and/or opportunities for infill development, the majority of the study area consists of cities and communities with limited development opportunities. The following provides an overview of the study area local jurisdictions' General Plans, Specific Plans, and Community Plans that contain goals, objectives, and/or policies related to transportation improvements relevant to the proposed project (the specific language of all relevant goals, objectives, and/or policies is provided in Table 3.1.3):

- **City of Alhambra General Plan (1987), Circulation and Noise Element (1986):** The City of Alhambra Circulation Element contains 1 goal, 2 objectives, and 6 policies relevant to the SR 710 North Study. The Noise Element contains 1 goal and 1 policy relevant to the SR 710 North Study.

- **Valley Boulevard Corridor Specific Plan (1990, City of Alhambra):** The Valley Boulevard Corridor Specific Plan area encompasses approximately 130 acres (ac) along the entire length of Valley Boulevard in the City of Alhambra. This Specific Plan contains 3 program goals and 3 programs that are relevant to the SR 710 North Study.
- **City of Los Angeles General Plan (2014), Transportation Element (1997):** The City of Los Angeles General Plan Transportation Element contains 2 objectives and 12 policies relevant to the SR 710 North Study.
- **Northeast Los Angeles Community Plan (1999, City of Los Angeles):** The Northeast Los Angeles Community Plan area encompasses approximately 15,000 ac in northeastern Los Angeles, including several neighborhoods in the study area (Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, and Lincoln Heights). This Community Plan contains 2 goals, 3 objectives, and 3 policies that are relevant to the SR 710 North Study.
- **County of Los Angeles General Plan (1980), Urban Form Policy and Transportation Policy (1980):** The County of Los Angeles General Plan Urban Form Policy contains 1 policy relevant to the SR 710 North Study. The Transportation Policy contains 4 policies relevant to the SR 710 North Study.
- **East Los Angeles Community Plan (1988, County of Los Angeles):** This Community Plan contains 1 goal and 1 policy that are relevant to the SR 710 North Study.
- **City of Irwindale General Plan Community Development Element (2008):** The City of Irwindale General Plan Development Element contains 1 issue area and 1 policy that are relevant to the SR 710 North Study.
- **City of Monterey Park General Plan Circulation Element (2001):** The City of Monterey Park General Plan Circulation Element contains 4 goals and 11 policies that are relevant to the SR 710 North Study.
- **City of Pasadena General Plan (2004), Mobility Element (2004), Land Use Element (2004), and Noise Element (2002):** The City of Pasadena General Plan Mobility Element contains 3 objectives and 9 policies, the Land Use Element contains 5 objectives and 9 policies, and the Noise Element contains 1 objective and 2 policies relevant to the SR 710 North Study.
- **Central District Specific Plan (2004, City of Pasadena):** The Central District Specific Plan area is generally bound by SR 710 on the west, Interstate 210 (I-210) on the north, one to two blocks east of Lake Avenue on the east, and the southern boundary is roughly defined by California Boulevard plus Arroyo Boulevard from State Route 110 (SR 110) to downtown. This Specific Plan contains 1 guiding principle and 2 objectives that are relevant to the SR 710 North Study.
- **East Colorado Boulevard Specific Plan (2003, City of Pasadena):** The East Colorado Boulevard Specific Plan area covers an area approximately 3 miles (mi) long, including most of the parcels with frontage on East Colorado Boulevard between Catalina Avenue and Sycamore Avenue. This Specific Plan contains 1 goal that is relevant to the SR 710 North Study.
- **South Fair Oaks Specific Plan (2002, City of Pasadena):** The South Fair Oaks Specific Plan area is generally located along the Fair Oaks Avenue and Raymond Avenue corridors between California Boulevard and State Street, and extends west to Pasadena Avenue between California Boulevard and Bellefontaine Street. This Specific Plan contains 2 goals that are relevant to the SR 710 North Study.

- **West Gateway Specific Plan (1998, City of Pasadena):** The West Gateway Specific Plan consists of the Vista Del Arroyo, Orange Grove/Colorado, and South De Lacey Corridor Sub-Areas. The Orange Grove/Colorado Sub-Area is bound by State Route 134 (SR 134) on the north, St. John Avenue on the east, Del Mar Boulevard on the south, and Orange Grove Boulevard on the west. The South De Lacey Corridor Sub-Area is bound by Green Street on the north, Fair Oaks Avenue on the east, Del Mar Boulevard on the south, and Pasadena Avenue on the west. This Specific Plan contains 2 guiding principles that are relevant to the SR 710 North Study.
- **City of Rosemead General Plan (2010), Circulation Element (2010), Resource Management Element (2010), and Noise Element (2008):** The City of Rosemead General Plan Circulation Element contains one goal and three policies, the Resource Management Element contains one goal and three policies, and the Noise Element contains one goal and one policy relevant to the SR 710 North Study.
- **City of San Gabriel General Plan, Mobility Chapter, Environmental Resources Chapter, and Community Design Chapter (2004):** The City of San Gabriel General Plan Mobility Chapter contains 3 goals and 8 targets, the Environmental Resources Chapter contains 1 goal and 1 target, and the Community Design Chapter contains 1 goal and 1 target that are relevant to the SR 710 North Study.
- **City of San Marino General Plan (2003), Circulation Element (1995):** The City of San Marino General Plan Circulation Element contains 6 goals that are relevant to the SR 710 North Study.
- **City of South Pasadena General Plan (2001), Circulation and Accessibility Element (2001), and Land Use and Community Design Element (1998):** The City of South Pasadena General Plan Circulation and Accessibility Element contains 3 goals, 5 policies, and 1 policy statement, and the Land Use and Community Design Element contains 3 goals and 6 policies that are relevant to the SR 710 North Study.
- **Mission Street Specific Plan (1996, City of South Pasadena):** The Mission Street Specific Plan is divided into the Core Area (between Fremont Avenue and Prospect Avenue and within easy walking distance of the Gold Line station) and the West Area (west of Prospect Avenue). This Specific Plan contains 1 intention that is relevant to the SR 710 North Study.

3.1.2.2 Environmental Consequences

No Build Alternative

Table 3.1.3 provides an analysis of the consistency/inconsistency of each alternative included in the SR 710 North Study with the relevant goals, objectives, and/or policies contained in the RTP/SCS and the General Plans, Specific Plans, and Community Plans adopted by the cities and communities in the study area in which one or more improvements included in the SR 710 North Study Build Alternatives are proposed. Each SR 710 North Study Build Alternative is analyzed against the relevant goals, objectives, and/or policies included in the plan documents adopted by the local jurisdictions in which improvements in that alternative are proposed. Where a potential inconsistency between an alternative and a relevant goal, objective, or policy has been identified in Table 3.1.3, a brief description of the reason for the inconsistency is provided.

The No Build Alternative would be generally consistent with the local jurisdictions' General Plans and Specific Plans because it would include projects/planned transportation improvements that would improve mobility in Los Angeles County in a manner that would be consistent with the policies, goals, and objectives included in those plans.

As shown in Table 3.1.3, the No Build Alternative would be inconsistent with specific individual policies and program goals in the City of Alhambra, Los Angeles County, and City of Monterey Park General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan, and the City of Los Angeles Northeast Los Angeles Community Plan because it does not provide for the extension of SR 710, promote the completion of gaps in freeways, provide for multimodal use of the freeway system, or maintain acceptable level of service (LOS) standards for some intersections in the study area.

The No Build Alternative also would not include the construction of a tunnel extension of SR 710 North with 4 toll lanes in each direction as described in the RTP/SCS and the FTIP. Therefore, the No Build Alternative would not be consistent with these regional plans related to improvements in the SR 710 corridor.

Build Alternatives

TSM/TDM Alternative

The TSM/TDM Alternative would be generally consistent with the Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena General Plans and most of the local jurisdictions' Specific Plans because it would provide transportation improvements consistent with the policies, goals, and objectives included in those plans. However, as shown in Table 3.1.3, the TSM/TDM Alternative would be inconsistent with specific individual policies and program goals in the City of Alhambra, City of Los Angeles, City of Monterey Park, and Los Angeles County General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan, and the City of Los Angeles Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request these jurisdictions to amend their land use plans to provide consistency between the TSM/TDM Alternative improvements and those plans.

As discussed earlier, the SCAG 2012 RTP/SCS and 2015 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The TSM/TDM Alternative is not consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2015 FTIP. Therefore, should the TSM/TDM Alternative be selected, the RTP and FTIP would have to be amended.

Although the TSM/TDM Alternative is not included in the scope of the 2012 RTP/SCS and 2015 FTIP, this alternative is consistent with all relevant RTP/SCS regional transportation goals as shown in Table 3.1.3.

BRT Alternative

The BRT Alternative would be generally consistent with the Pasadena and South Pasadena General Plans and most of the local jurisdictions' Specific Plans because it would provide transportation improvements consistent with the policies, goals, and objectives included in those plans. However, as shown in Table 3.1.3, the BRT Alternative would be inconsistent with individual policies, objectives, and program goals in the City of Alhambra, City of Monterey Park, and Los Angeles County General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan, and the City of Los Angeles Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request these local jurisdictions to amend their land use plans to provide consistency between the BRT Alternative improvements and those plans.

As discussed earlier, the SCAG 2012 RTP/SCS and 2015 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The BRT Alternative is not consistent with the scope of

the design concept for the project in the 2012 RTP/SCS and 2015 FTIP. Therefore, should the BRT Alternative be selected, the RTP and FTIP would have to be amended.

Although the BRT Alternative is not included in the scope of the 2012 RTP/SCS and 2015 FTIP, this alternative is consistent with all relevant RTP/SCS regional transportation goals as shown in Table 3.1.3.

The BRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10). The plan consistency analysis presented above reflects the inclusion of these TSM/TDM Alternative improvements as part of the BRT Alternative.

LRT Alternative

The LRT Alternative would be generally consistent with the Pasadena and South Pasadena General Plans and most of the local jurisdictions' Specific Plans because it would provide transportation improvements consistent with the policies, goals, and objectives included in those plans. However, as shown in Table 3.1.3, the LRT Alternative would be inconsistent with specific individual policies, objectives, and program goals in the City of Alhambra, City of Los Angeles, City of Monterey Park, and Los Angeles County General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan, and the City of Los Angeles Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request these local jurisdictions to amend their land use plans to provide consistency between the LRT Alternative improvements and those plans.

The SCAG 2012 RTP/SCS and 2015 FTIP both include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The LRT Alternative is not consistent with the scope of the design concept for the project in the SCAG 2012 RTP/SCS and 2015 FTIP. Therefore, should the LRT Alternative be selected, the RTP and FTIP would have to be amended.

Although the LRT Alternative is not included in the scope of the 2012 RTP/SCS and 2015 FTIP, this alternative is consistent with all relevant RTP/SCS regional transportation goals as shown in Table 3.1.3.

The LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road). The plan consistency analysis presented above reflects the inclusion of these TSM/TDM Alternative improvements as part of the LRT Alternative.

Freeway Tunnel Alternative

The Freeway Tunnel Alternative would be generally consistent with the General Plans of the Cities of Los Angeles and Pasadena and most of the local jurisdictions' Specific Plans because it would provide transportation improvements consistent with the policies, goals, and objectives included in those plans. However, as shown in Table 3.1.3, the Freeway Tunnel Alternative would be inconsistent with specific individual policies, objectives, and program goals in the City of Alhambra and City of South Pasadena General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan, and the City of Los Angeles Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request these local jurisdictions to

amend their land use plans to provide consistency between the Freeway Tunnel Alternative improvements and those plans.

The SCAG 2012 RTP/SCS and 2015 FTIP both include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The tolled operational variations of the dual-bore Freeway Tunnel Alternative design variation are consistent with the design concept and scope of the project description in the 2012 RTP and 2015 FTIP. Therefore, the tolled, dual-bore Freeway Tunnel Alternative design variation is in conformance with the SIP. Should the single-bore design variation and the non-tolled operational variations of the dual-bore design variation of the Freeway Tunnel Alternative be selected, the RTP and FTIP would have to be amended.

Although only the tolled operational variations of the dual-bore Freeway Tunnel Alternative design variation are in the scope of the 2012 RTP/SCS and 2015 FTIP, as shown in Table 3.1.3, each of the operational and design variations included in the Freeway Tunnel Alternative is consistent with all relevant RTP/SCS regional transportation goals.

The Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John Avenue extension between Del Mar Boulevard and California Boulevard). The plan consistency analysis presented above reflects the inclusion of these TSM/TDM Alternative improvements as part of the Freeway Tunnel Alternative.

3.1.2.3 Avoidance, Minimization, and Mitigation Measures.

Measure LU-1, above, would address the inconsistency between the Build Alternatives and the local jurisdictions' General Plans and other local land use plans. Measure LU-2, below, would address the inconsistencies of the TSM/TDM, BRT, and LRT Alternatives with the RTP/SCS and the FTIP.

Measure LU-2

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) (applies to the Transportation Systems Management/Transportation Demand Management [TSM/TDM], Bus Rapid Transit [BRT], and Light Rail Transit [LRT] Alternatives or any Freeway Tunnel Alternative other than the Freeway Tunnel Alternative with the dual-bore tunnel design and tolled operational variation): If the TSM/TDM Alternative, BRT Alternative, LRT Alternative, or any Freeway Tunnel Alternative other than the Freeway Tunnel Alternative with the dual-bore tunnel design and tolled operational variation is selected for implementation, the Los Angeles County Metropolitan Transportation Authority will coordinate with the Southern California Association of Governments on needed amendments to the next cycle of the RTP/SCS and FTIP to reflect the selected project and to delete the projects (RTP ID 18790 and FTIP ID 18790) describing a tunnel extension of SR 710 North with 4 toll lanes in each direction from those transportation plans.

3.1.3 Parks and Recreation Facilities, and Section 4(f) and 6(f) Resources

3.1.3.1 Regulatory Setting

The proposed project will affect facilities that are protected by the Public Park Preservation Act. The Public Park Preservation Act prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

3.1.3.2 Affected Environment

Table 3.1.4 describes parks, recreation resources, and bikeways within 0.5 mi of the alignments of the Build Alternatives by jurisdiction. Figures 3.1-2, 3.1-4, 3.1-6, and 3.1-8 (in Appendix L) show parks and recreation resources within 0.5 mi of the TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives, respectively. As shown in Table 3.1.4, the resources include publicly and privately owned/operated parks, golf courses, bikeways, and recreation centers and facilities.

Section 5401(a) of the Public Park Preservation Act of 1971 (California Public Resources Code [PRC] Sections 5400-5409) states that:

“No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing such property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the park land and the facilities thereon.”

The acquisition of land from the publicly owned parks listed in Table 3.1.4 for the Build Alternatives would be subject to the requirements for compensation for the acquisition of that land under the Public Park Preservation Act.

3.1.3.3 Environmental Consequences

Temporary Impacts on Parks, Recreation Resources, and Bikeways

No Build Alternative

The No Build Alternative does not include the construction of any of the improvements in the SR 710 North Study Build Alternatives. It is possible that the construction of improvements in the No Build Alternative could result in adverse short-term air quality, noise, and traffic/access effects on parks, recreation resources, and bikeways in the study area. Those effects would be analyzed and mitigated, if needed, as part of a separate environmental review process as each of those projects/improvements is advanced for implementation.

Build Alternatives

Based on their distance from the nearest construction of any improvements in the Build Alternatives and the presence of intervening land uses, none of the parks, recreation resources,

and bikeways that are more than 500 ft from the physical improvements in the Build Alternatives would experience temporary air quality, noise, traffic/access, or parking effects during construction of the Build Alternatives. No TCEs would be required at any resources more than 500 ft from the physical improvements in the Build Alternative. The analysis in the following sections focuses on the potential for temporary impacts on parks, recreation resources, and bikeways within 500 ft of improvements in the Build Alternatives.

TSM/TDM Alternative

Parks, recreation facilities, and bikeways within 500 ft of the improvements in the TSM/TDM Alternative would potentially be subject to temporary impacts during construction as follows:

- **Short-Term Air Quality Effects:** The following resources could experience short-term air quality effects, noise level increases, and traffic/access effects during construction of the TSM/TDM Alternative:
 - Richard Alatorre Park
 - Eagle Rock Recreation Center
 - El Sereno Arroyo Playground
 - Singer Park
 - War Memorial Park
- **Short-Term Air Quality and Traffic/Access Effects:** In addition, Allendale Park could experience short-term air quality effects and traffic/access effects during construction that would be temporary in nature and would cease on completion of the project construction.
- **Short-Term Noise Traffic/Access Effects:** Gateway Plaza Park could experience short-term noise level increases and traffic/access effects during construction.

Construction of the TSM/TDM Alternative would not require the use of land from any parks, recreation resources, or bikeways for TCEs and would not impact parking at any of those resources. In some cases, on-street bikeways in the vicinity of the TSM/TDM Alternative improvements may need to be temporarily rerouted around construction zones. Detoured on-street bikeways would be restored to their original conditions on completion of construction, and no adverse effects are anticipated.

BRT Alternative

Parks, recreation resources, and bikeways within 500 ft of the physical improvements in the BRT Alternative could be subject to temporary use of land for TCEs and air quality, noise, traffic/access, and parking impacts as follows:

- **Use of Land for a TCE:** The BRT Alternative would use approximately 0.02 ac of land from Cascades Park for use as a TCE.
- **Short-Term Air Quality, Noise, and Traffic/Access Effects:** The following resources could experience short-term air quality effects, noise level increases, and traffic/access effects during construction of the BRT Alternative improvements:

- Atlantic Avenue Park
- Cascades Park
- Central Park
- War Memorial Park
- Young Men’s Christian Association (YMCA) South Pasadena/San Marino

In some cases, on-street bikeways in the vicinity of the BRT Alternative improvements may need to be temporarily rerouted around construction zones. Detoured on-street bikeways would be restored to their original conditions on completion of construction, and no adverse effects are anticipated.

The BRT Alternative would also include all the improvements in the TSM/TDM Alternative with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10). Therefore, construction of the BRT Alternative would also result in similar short-term air quality effects, noise level increases, and traffic/access effects on the same parks and recreational resources as the TSM/TDM Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the BRT Alternative would result in short-term air quality effects at 10 parks and recreational resources, short-term noise level increases at 10 parks and recreational resources, and short-term traffic/access effects at 11 parks and recreational resources. None of the short-term impacts related to parks and recreational resources anticipated to occur during construction of the BRT Alternative would be adverse.

LRT Alternative

Because the bored tunnel section of the LRT line would be constructed underground, that segment of the LRT Alternative would not result in temporary construction air quality, noise, traffic/access, or parking effects on parks, recreation resources, and bikeways and would not require any TCEs from those resources.

Parks, recreation resources, and bikeways within 500 ft of the physical improvements in the LRT Alternative that would be constructed at or above the ground surface, including LRT station excavation sites, would be subject to the following short-term air quality, noise, and traffic/access impacts:

- **Short-Term Air Quality Effects:** During construction of the LRT Alternative improvements, the Belvedere Community Regional Park and Casa Maravilla Service Center could experience short-term air quality effects.
- **Short-Term Noise Effects:** Belvedere Community Regional Park and El Sereno Arroyo Playground could experience short-term noise level increases during construction that would be temporary in nature and would cease on completion of the project construction.

- **Short-Term Traffic/Access Effects:** During construction of the LRT Alternative improvements, the Belvedere Community Regional Park and El Sereno Arroyo Playground could experience short-term traffic/access effects.

In some cases, on-street bikeways in the vicinity of the LRT Alternative improvements may need to be temporarily rerouted around construction zones. Detoured on-street bikeways would be restored to their original condition on completion of construction, and no adverse effects are anticipated.

The construction of the LRT Alternative would not require any TCEs at parks, recreation resources, or bikeways.

The LRT Alternative would also include all the improvements in the TSM/TDM Alternative with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road). Therefore, construction of the LRT Alternative would also result in similar short-term air quality effects, noise level increases, and traffic/access effects on most of the same parks and recreational resources as the TSM/TDM Alternative; however, the short-term noise level increases and traffic/access effects on the El Sereno Arroyo Playground would occur for a longer duration under the LRT Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the LRT Alternative would result in short-term air quality effects at 8 parks and recreational resources, short-term noise level increases at 7 parks and recreational resources, and short-term traffic/access effects at 8 parks and recreational resources. None of the short-term impacts related to parks and recreational resources anticipated to occur during construction of the LRT Alternative would be adverse.

Freeway Tunnel Alternative

Because construction of the bored tunnel segment of both design variations of the Freeway Tunnel Alternative would occur underground, the bored tunnel segment would not result in temporary construction air quality, noise, traffic/access, or parking effects or require any TCEs at any parks, recreation resources, or bikeways.

Parks, recreation resources, and bikeways within 500 ft of the improvements that would be constructed at or above the ground surface under either design variation of the Freeway Tunnel Alternative would be subject to short-term impacts related to air quality, noise, and traffic/access. Because the improvements in the single-bore and dual-bore design variations would be constructed in generally the same areas, both design variations would potentially impact the same resources as follows:

- **Short-Term Air Quality Effects:** During construction of the Freeway Tunnel Alternative improvements, Singer Park could experience short-term air quality effects.
- **Short-Term Noise Effects:** Singer Park could experience short-term noise level increases during construction that would be temporary in nature and would cease on completion of the construction of the project.
- **Short-Term Traffic/Access Effects:** Singer Park could experience short-term traffic/access effects during construction.

In some cases, on-street bikeways in the vicinity of the Freeway Tunnel Alternative improvements may need to be temporarily rerouted around construction zones. Detoured on-street bikeways would be restored to their original condition on completion of construction, and no adverse effects are anticipated.

The construction of the Freeway Tunnel Alternative would not require the use of land for TCEs from any parks, recreation resources, or bikeways, and would not result in parking effects on those resources.

The Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard). Therefore, construction of the Freeway Tunnel Alternative would also result in similar short-term air quality effects, noise level increases, and traffic/access effects on most of the same parks and recreational resources as the TSM/TDM Alternative; however, the short-term air quality effects, noise level increases, and traffic/access effects on Singer Park and El Sereno Arroyo Playground would occur for a longer duration under the Freeway Tunnel Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the Freeway Tunnel Alternative would result in short-term air quality effects at 6 parks and recreational resources, short-term noise level increases at 6 parks and recreational resources, and short-term traffic/access effects at 7 parks and recreational resources. None of the short-term impacts related to parks and recreational resources anticipated to occur during construction of the Freeway Tunnel Alternative would be adverse.

Permanent Impacts on Parks, Recreation Resources, and Bikeways

No Build Alternative

The No Build Alternative does not include the operation of any of the improvements in the SR 710 North Study Build Alternatives. It is possible that the operation of improvements in the No Build Alternative could result in permanent adverse air quality, noise, and traffic/access effects on parks, recreation resources, and bikeways in the study area. Those effects would be analyzed and mitigated, if needed, as part of a separate environmental review process as each of those projects/improvements is advanced for implementation.

Build Alternatives

Based on their distance from the operation of the nearest improvements in the Build Alternatives and the presence of intervening land uses, none of the parks, recreation resources, and bikeways that are more than 500 ft from those improvements would experience long-term operational air quality, noise, traffic/access, or parking effects under the Build Alternatives. The analysis in the following sections focuses on the potential for permanent impacts on parks, recreation resources, and bikeways within 500 ft of improvements under the Build Alternatives.

TSM/TDM Alternative

Parks, recreation facilities, and bikeways within 500 ft of the physical improvements under the TSM/TDM Alternative would potentially be subject to permanent noise impacts as follows:

- **Long-Term Noise Effects:** The following parks could experience permanent noise level increases during operation of the TSM/TDM Alternative, but the 2035 with-project noise levels would be below the 67 A-weighted decibels (dBA) Noise Abatement Criteria (NAC) for those land uses:
 - Gateway Plaza Park
 - Richard Alatorre Park
 - Eagle Rock Recreation Center
 - El Sereno Arroyo Playground
 - Singer Park
 - War Memorial Park

The operation of the TSM/TDM Alternative would not result in permanent adverse impacts on parks, recreation resources, or bikeways related to permanent acquisition of land, permanent easements, air quality, traffic/access, and parking.

BRT Alternative

Parks, recreation resources, and bikeways within 500 ft of the physical improvements in the BRT Alternative could be subject to permanent impacts related to the use of land from the resources and noise as follows:

- **Permanent Acquisition of Land:** The BRT Alternative would require the permanent acquisition of approximately 0.011 ac of land from Cascades Park. The land that would be permanently acquired from Cascades Park is protected by the Public Park Preservation Act and, as a result, sufficient compensation or land, or both, must be provided to the City of Monterey Park during the property acquisitions process for this alternative.
- **Long-Term Noise Effects:** The following parks and recreation resources could experience permanent noise level increases during operation of the BRT Alternative that would be barely perceptible to the human ear. As a result, those noise level increases would not adversely affect the ability of those parks to continue to serve the communities.
 - Atlantic Avenue Park
 - Cascades Park
 - War Memorial Park
 - YMCA South Pasadena/San Marino

The operation of the BRT Alternative improvements would not result in any permanent easements or access/traffic, parking, and air quality impacts at the parks, recreation resources, and bikeways within 500 ft of the alignment of the BRT Alternative.

The BRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10). Therefore, operation of the BRT Alternative

would also result in similar permanent noise level increases on the same parks and recreational resources as the TSM/TDM Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the BRT Alternative would result in permanent noise level increases at 9 parks and recreational resources and the permanent acquisition of approximately 0.011 ac of land from Cascades Park. None of the permanent impacts related to parks and recreational resources anticipated to occur during operation of the BRT Alternative would be adverse.

LRT Alternative

Because the operation of the bored tunnel segment of the LRT line would occur underground, this segment of the LRT Alternative would not result in long-term operational air quality, noise, traffic/access, or parking effects on parks, recreation resources, or bikeways.

Parks, recreation resources, and bikeways within 500 ft of the at- and above-grade improvements in the LRT Alternative could be subject to permanent noise impacts as follows:

- **Long-Term Noise Effects:** Based on the distance of the El Sereno Arroyo Playground from the nearest LRT Alternative stations and operations and the maintenance facility, and the presence of intervening land uses, this playground would not experience long-term operation noise effects under the LRT Alternative.

The operation of the LRT Alternative improvements would not require the acquisition of land or permanent easements at or result in air quality, traffic/access, or parking impacts at the parks, recreation resources, and bikeways within 500 ft of the alignment of the LRT Alternative.

The LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road). Therefore, operation of the LRT Alternative would also result in similar permanent noise level increases on most of the same parks and recreational resources as the TSM/TDM Alternative; however, the permanent noise level increases at El Sereno Arroyo Playground would be different under the LRT Alternative. Unlike the TSM/TDM Alternative, which would result in barely perceptible permanent noise level increases associated with traffic on other Road Improvement T-1 at the El Sereno Arroyo Playground, the LRT Alternative would result in sporadic noise impacts at El Sereno Arroyo Playground due to maintenance activities at the nearby LRT maintenance yard; however, an 8 ft wall would be provided around the perimeter of the LRT maintenance yard to reduce these impacts.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the LRT Alternative would result in permanent noise level increases at 6 parks and recreational resources. None of the permanent impacts related to parks and recreational resources anticipated to occur during operation of the LRT Alternative would be adverse.

Freeway Tunnel Alternative

Because the operation of the bored tunnel segment of both design variations of the Freeway Tunnel Alternative would occur underground, the bored tunnel segment would not result in any long-term operational air quality, noise, traffic/access, or parking effects on parks, recreation resources, and bikeways.

The operation of the Freeway Tunnel Alternative would not result in long-term air quality, noise, traffic/access, or parking impacts at parks, recreation resources, and bikeways within 500 ft of improvements that would be constructed at or above the ground surface under either design variation of the Freeway Tunnel Alternative and would not require the permanent acquisition of land from or permanent easements at any of those resources.

The Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John Avenue extension between Del Mar Boulevard and California Boulevard). Therefore, operation of the Freeway Tunnel Alternative would also result in similar permanent noise level increases on most of the same parks and recreational resources as the TSM/TDM Alternative; however, the permanent noise level increases at Singer Park and El Sereno Arroyo Playground would be lower under the Freeway Tunnel Alternative.

In summary, with the inclusion of the TSM/TDM Alternative improvements described above, the LRT Alternative would result in permanent noise level increases at 4 parks and recreational resources. None of the permanent impacts related to parks and recreational resources anticipated to occur during operation of the Freeway Tunnel Alternative would be adverse.

Temporary Occupancy and Permanent Incorporation of Section 4(f) and 6(f) Resources

The potential for the SR 710 project to temporarily occupy or permanently incorporate land at Section 4(f) and 6(f) resources is evaluated in detail in Appendix B, Draft Section 4(f) De Minimis Finding and Resources Evaluated Relative to the Requirements of Section 4(f). Appendix B discusses in detail publicly owned parks and recreation resources located within 0.5 mi of improvements in the TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives that were considered in the evaluation of potential adverse effects under Section 4(f) and 6(f).

No Build Alternative

The No Build Alternative does not include the construction or operation of any of the improvements in the SR 710 North Study Build Alternatives. Therefore, the No Build Alternative would not result in the temporary occupancy, permanent incorporation of land from, or constructive use of any of the resources discussed in Appendix B. However, the No Build Alternative does include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of Metro's 2009 LRTP. It is possible that the construction or operation of those improvements could affect Section 4(f) resources. Those effects would be analyzed and mitigated, if needed, as each of those projects/improvements is advanced for implementation.

TSM/TDM, LRT, and Freeway Tunnel Alternatives

As discussed in detail in Appendix B, the TSM/TDM, LRT, and Freeway Tunnel Alternatives would not permanently incorporate land from or temporarily occupy any land from any of the resources discussed in Appendix B and would not result in constructive use of any of those resources. As a result, the TSM/TDM, LRT, and Freeway Tunnel Alternatives would not trigger the requirements for protection of those resources under Sections 4(f) and 6(f).

BRT Alternative

The location of Cascades Park in the City of Monterey Park is shown on Figure 3.1-3. The BRT Alternative would result in the temporary occupancy of approximately 0.02 ac of land in Cascades Park in the City of Monterey Park for TCEs during construction and would require the permanent incorporation of approximately 0.011 ac of land from this park to accommodate the BRT Alternative improvements as discussed in the following sections.

Temporary Occupancy of Land from Cascades Park by the BRT Alternative under Section 4(f)

The TCEs for the BRT Alternative in Cascades Park extend beyond the road ROW limits to accommodate the construction of the dedicated bus lanes and the replacement of sidewalks at two areas in Cascades Park. As shown on Figure 3.1-4, the two TCEs would occupy approximately 0.02 ac of land in Cascades Park. The land being used for the TCEs would be returned to a condition that is at least as good as that which existed prior to the project at the completion of the construction of the BRT Alternative in this area. The existing sidewalks will be replaced within the boundary of Cascades Park, and the grass/turf areas affected by project construction would be re-landscaped and returned to a condition at least as good as prior to the project.

Permanent Incorporation of Land from Cascades Park by the BRT Alternative under Section 4(f)

The limits of the dedicated bus lanes shown on Figure 3.1-4 show the areas that would be occupied by those lanes after project construction is complete. As shown on Figure 3.1-4, the BRT Alternative would result in the permanent incorporation of approximately 0.011 ac of land from two areas in Cascades Park, which would affect grass/turf areas and existing sidewalks in the Park. The sidewalks would be replaced within the boundary of Cascades Park as part of the BRT Alternative to maintain safe locations for crossing Atlantic Boulevard and accessing those parts of Cascades Park. The existing crosswalks across El Portal Place and Atlantic Boulevard shown on Figure 3.1-4 would be modified to connect with the new sidewalks in Cascades Park. Although the volume of buses on Atlantic Boulevard may increase with the BRT Alternative, access to and from Cascades Park at the locations shown on Figure 3.1-4 would be as good as the existing sidewalk access, and patrons of Cascades Park would be able to continue to access the Park via crosswalks and sidewalks just as they do now.

No Section 6(f) funds were used at Cascades Park and, as a result, the BRT Alternative would not trigger the requirements under Section 6(f) at Cascades Park.

Preliminary *De Minimis* Finding for the Temporary Occupancy and Permanent Incorporation of Land from Cascades Park by the BRT Alternative

A *de minimis* impact is defined as:

- A minimal impact to a Section 4(f) resource that is not considered to be adverse; and
- For parks and recreation areas, a *de minimis* impact is one that will not adversely affect the activities, features, and attributes that give the property protection under Section 4(f).

The areas in Cascades Park proposed for temporary occupancy and permanent incorporation of land under the BRT Alternative currently consist of sidewalks with grass/turf on each side of the sidewalks. Those sidewalks would be closed temporarily during construction of the BRT Alternative improvements along Atlantic Boulevard. Alternative pedestrian routes would be provided to ensure that park patrons continue to have access to/from Cascades Park during construction of the BRT Alternative. The sidewalks would be replaced as part of the BRT Alternative, and the grass/turf disturbed during construction and not in the areas permanently incorporated by the BRT Alternative would be replaced. As a result, the temporary occupancy of approximately 0.02 ac and the permanent incorporation of approximately 0.011 ac of land from Cascades Park by the BRT Alternative would be a minimal impact that would not be considered adverse under Section 4(f).

Further, the temporary occupancy of approximately 0.02 ac and the permanent incorporation of approximately 0.011 ac of land from Cascades Park would not adversely affect the Cascades water feature on the northwest end of Cascades Park and therefore would not adversely affect the primary feature of Cascades Park. In summary, the temporary occupancy of approximately 0.02 ac and the permanent incorporation of approximately 0.011 ac of land from Cascades Park would not adversely affect the activities, features, and attributes that give the property protection under Section 4(f).

As discussed in detail later in Section 3.7, Cultural Resources, Cascades Park and El Encanto, a historic building south of Cascades Park on El Mercado Avenue, together constitute Jardin Del Encanto and Cascades Park, which was determined to be eligible for listing on the National Register of Historic Places (National Register). The preliminary *de minimis* finding described above would also include Jardin Del Encanto and Cascades Park. For historic resources, a finding of *de minimis* impact on a historic site may be made when:

- Caltrans, as assigned under its assumption of responsibility pursuant to 23 United States Code [USC] 327, has considered the views of any consulting parties participating in the consultation required by Section 106 of the National Historic Preservation Act;
- The State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) if participating in the Section 106 consultation, are informed of Caltrans' intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination of "no adverse effect;" and
- The Section 106 process results in a determination of "no adverse effect" with the written concurrence of the SHPO and ACHP, if participating in the Section 106 consultation.

- The official with jurisdiction over the property (the City of Monterey Park) is formally requested to provide its concurrence with the temporary and permanent impacts of the BRT Alternative on El Encanto/Cascades Park and the preliminary De Minimis Finding for those effects.

The preliminary *Finding of No Adverse Effect for the State Route 710 North Study* indicates the BRT Alternative would result in no adverse effect at Jardin Del Encanto and Cascades Park. As a result, it is preliminarily determined that the BRT Alternative would result in a *de minimis* impact on Jardin Del Encanto and Cascades Park.

Other Resources Evaluated Relative to the Requirements of Section 4(f) and 6(f)

As discussed in detail in Appendix B, the TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives would not permanently use or temporarily occupy any land from any resources with the exception of Cascades Park as described above and would not result in constructive use of any of those resources. As a result, none of the Build Alternatives would trigger the requirements for protection of those resources under Sections 4(f) and 6(f).

3.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

Measures for Parks and Recreational Facilities

Measure Parks-1

Compliance with the Public Park Preservation Act (California Public Resources Code Sections 5400–5409) (applies to the Bus Rapid Transit [BRT] Alternative only): As part of the right of way acquisition process for the BRT Alternative, the Los Angeles County Metropolitan Transportation Authority (Metro) Division of Right of Way personnel will coordinate with the City of Monterey Park to provide compensation for the permanent acquisition of land from Cascades Park as required under the Public Park Preservation Act. In the event that funds from FHWA are used for improvements in the BRT Alternative, Caltrans will participate in the negotiations with the City of Monterey Park and the process for the acquisition of land from Cascades Park.

Short-Term Air Quality

All four Build Alternatives have the potential to result in short-term air quality impacts at parks, recreation resources, and bikeways in the vicinity of project construction areas. The measures addressing short-term air quality impacts during construction provided later in Section 3.13, Air Quality, would avoid and/or minimize the potential short-term air quality impacts during construction on parks, recreation resources, and bikeways. Those measures include compliance with Caltrans Standard Specification Sections 10 and 18 (Dust Control), the SCAQMD rules for control of air emissions (equipment and dust) during construction, and Caltrans Standard Specification Section 39.3.06 for asphalt concrete plant emissions; development and implementation of a Construction Emissions Mitigation Plan; and compliance with local jurisdictions' requirements for emission controls during construction.

Short-Term Noise

All four Build Alternatives have the potential to result in short-term noise impacts at parks, recreation resources, and bikeways in the vicinity of project construction areas. The measures addressing short-term noise impacts during construction provided later in Section 3.14, Noise, would substantially reduce the potential short-term noise impacts during construction on parks, recreation resources, and bikeways. Those measures require compliance with Caltrans Standard Specifications Section 14-08.02, "Noise Control," and Standard Special Provisions (SSP) S5-310, and with local jurisdictions' Noise Ordinances.

Short-Term Traffic and Access

All four Build Alternatives have the potential to result in short-term traffic and access impacts at parks, recreation resources, and bikeways in the vicinity of project construction areas. A measure requiring the preparation and implementation of a TMP to address those impacts is provided later in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. The purpose of the TMP is to maintain traffic safety during construction, including safety for construction workers, pedestrians, bicyclists, and vehicular traffic; effectively maintain an acceptable level of traffic flow throughout the transportation system during construction; minimize traffic delays and facilitate reduction of overall duration of construction activities; and minimize detours and impacts to vehicular traffic, including emergency services providers, school bus and transit operators, pedestrians, and bicyclists. Measure T-1, provided in Section 3.5, requiring the TMP would substantially reduce the potential short-term traffic and access during construction on parks, recreation resources, and bikeways.

Measures for Section 4(f) Resources

The BRT Alternative would require the temporary occupancy of approximately 0.02 ac of Cascades Park in the City of Monterey Park during construction and the permanent incorporation of approximately 0.011 ac of land from Cascades Park. The measures below address these effects of the BRT Alternative on Cascades Park.

Measure Cascades-1

Temporary Construction Easements (applies to the Bus Rapid Transit [BRT] Alternative): The Resident Engineer will require the Construction Contractor to return land in Cascades Park that would be occupied for temporary construction easements (TCEs) to a condition that is at least as good as that which existed prior to the project at the completion of the construction of the BRT Alternative in this area. At a minimum, as part of the construction of the BRT Alternative, the Construction Contractor will replace the existing sidewalks within the boundary of Cascades Park and re-landscape grass/turf areas in the TCEs disturbed by the project construction. Metro will require the Construction Contractor to review the plans for the proposed replacement sidewalks and grass/turf landscaping with the City of Monterey Park prior to installation of those improvements. If any trees are removed from the TCEs, those trees will be replaced elsewhere in Cascades Park after consultation with the City of Monterey Park. The replacement trees, grass, and turf will be similar to the existing plant materials in Cascades Park.

The Los Angeles County Metropolitan Transportation Authority (Metro) will require the Construction Contractor to fence and properly secure all active construction areas in and adjacent to Cascades Park within the limits of construction to protect the safety of park patrons during construction.

When the sidewalks in Cascades Park at Atlantic Boulevard are temporarily closed during construction, Metro will require the Construction Contractor to develop and clearly sign pedestrian detours prior to the intersections of Atlantic Boulevard and El Portal Place to avoid making pedestrians backtrack to get to a safe crossing.

In the event that funds from FHWA are used for improvements in the BRT Alternative, Caltrans will work in conjunction with Metro to ensure that the provisions of this measure that are related to returning land in Cascades Park used as a TCE to a condition at least as good as that which existed prior to the project are satisfied.

Measure Cascades-2

Permanent Incorporation of Land (applies to the BRT Alternative): Metro will include the replacement of the sidewalks affected by the permanent incorporation of land in Cascades Park in the adjacent areas of Cascades Park as part of final design. These are expected to be areas within the TCEs. If any shrubs and/or trees are removed from the areas that will be permanently incorporated, the Construction Contractor will replace those trees elsewhere in Cascades Park after consultation with the City of Monterey Park. The replacement shrubs and trees will be similar to the existing plant materials in Cascades Park.

In the event that funds from FHWA are used for improvements in the BRT Alternative, Caltrans will work in conjunction with Metro to ensure that the provisions of this measure related to replacing sidewalks and shrubs/trees in Cascades Park are satisfied.

In addition to the measures described above, please refer to Section 3.7.4.3, BRT Alternative Effects on the Jardin Del Encanto and Cascades Park, for discussion regarding the compliance of the BRT Alternative with the Secretary of the United States Department of the Interior's Standards for the Treatment of Historic Properties and two preliminary Project Conditions that would apply to the effects of the BRT Alternative at Jardin Del Encanto and Cascades Park.

TABLE 3.1.1:

Existing and General Plan Land Uses by Jurisdiction

Existing Land Uses	General Plan Land Uses
City of Alhambra (refer to Sheets 8 and 9 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Alhambra is in the south-central part of the study area and covers approximately 7.6 sq mi. Residential uses occupy approximately 68 percent of the land in the City, followed by commercial and service uses (10 percent). Approximately 33.1 ac (1 percent) of land in the City are vacant.	Of the 33.1 ac of vacant land in Alhambra, approximately 12 ac are designated for single-family residential uses, 8 ac for industrial uses, 4 ac for commercial/office uses, and 8.8 ac for a variety of uses (i.e., local parks, open space, and recreation, multifamily residential, mixed urban, and public facility uses).
City of Arcadia (refer to Sheets 4, 7, 9, and 10 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Arcadia is in the northeast part of the study area and covers approximately 11 sq mi. Residential uses occupy approximately 65 percent of the land in the City, followed by public uses (8 percent) and open space and recreation uses (8 percent). Approximately 199 ac (3 percent) of land in the City are vacant.	Of the 199.1 ac of vacant land in Arcadia, approximately 131.7 ac are designated for single-family residential uses, 37.8 ac for industrial uses, 12.8 ac for commercial/office uses, and the remaining 16.8 ac for a variety of uses (i.e., local parks, open space, and recreation, mixed commercial and industrial, mixed urban, multifamily residential, and transportation).
City of Commerce (refer to Sheets 11 and 13 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Commerce is in the southwest part of the study area and covers approximately 6.6 sq mi. Industrial uses occupy approximately 59 percent of the land in the City, followed by transportation and utilities uses (15 percent). Approximately 76.5 ac (2 percent) of land in the City are vacant.	Of the 76.5 ac of vacant land in Commerce, approximately 42 ac are designated for industrial uses, 13.6 ac for commercial/office uses, 8 ac for mixed commercial and industrial uses, and 13 ac for a variety of uses (mixed urban, multifamily residential, public facilities, single-family residential, and transportation).
City of Duarte (refer to Sheets 4 and 7 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Duarte is in the northeast part of the study area and covers approximately 6.7 sq mi. Other uses occupy approximately 50 percent of the land in the City, followed by residential uses (22 percent). The majority of the acreage of other uses is land in the Angeles National Forest. Approximately 522 ac (13 percent) of land in the City are vacant, the majority of which are undevelopable hillsides.	Of the 522 ac of vacant land in Duarte, approximately 413.3 ac are designated for local parks, open space, and recreation uses, 60.3 ac for single-family residential uses, 15.2 ac for public facility uses, and 33.2 ac for a variety of uses (commercial/office, educational institutions, mixed commercial and industrial, mixed urban, multifamily residential, and transportation).
City of El Monte (refer to Sheets 9, 10, and 12 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of El Monte is in the southeast part of the study area and covers approximately 9.6 sq mi. Residential uses occupy approximately 58 percent of the land in the City, followed by commercial and services uses (11 percent) and industrial uses (11 percent). Approximately 195.0 ac (4 percent) of land in the City are vacant.	Of the 195 ac of vacant land in El Monte, approximately 40 ac are designated for multifamily residential uses, 39.7 ac for industrial uses, 39 ac for single-family residential uses, and 76 ac for a variety of uses (commercial/office, local parks and recreation, mixed urban, public facilities, and transportation).
City of Glendale (refer to Sheets 1, 2, 5, and 6 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Glendale is in the northwest part of the study area and covers approximately 30.6 sq mi. Residential uses occupy approximately 41 percent of the land in the City, followed by public uses (25 percent). The majority of public use land consists of open space in the San Rafael Hills and Verdugo Mountains. Approximately 3,526 ac (21 percent) of land in the City are vacant, most of which are undevelopable hillsides in the San Rafael Hills and Verdugo Mountains.	Of the 3,525 ac of vacant land in Glendale, approximately 2,235 ac are designated for local parks, open space, and recreation uses, 1,226 ac for single-family residential uses, 28 ac for commercial and office uses, and 37 ac for a variety of uses (cemeteries, mixed urban, multifamily residential and public facilities).
City of Irwindale (refer to Sheets 7 and 10 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Irwindale is in the northeast part of the study area and covers approximately 9.5 sq mi. Industrial uses occupy approximately 34 percent of the land in the City, followed by public uses (31 percent). Approximately 1,368.6 ac (24 percent) of land in the City are vacant, most of which are quarries or undevelopable flood control basins.	Of the 1,386.7 ac of vacant land in Irwindale, approximately 963 ac are designated for mixed commercial and industrial uses, 406 ac for public facility uses, 12 ac for commercial/office uses, and 6 ac for single-family residential and industrial uses.
City of La Cañada Flintridge (refer to Sheets 1, 2, and 3 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of La Cañada Flintridge is in the northwest part of the study area and covers approximately 8.6 sq mi. Residential uses occupy comprising approximately 60 percent of the land in the City, followed by public uses (14 percent). Approximately 790 ac (17 percent) of land in the City is vacant, the majority of which are undevelopable hillsides.	Of the 790 ac of vacant land in La Cañada Flintridge, approximately 612.8 ac are designated for single-family residential uses, 157.6 ac for local parks, open space, and recreation uses, 5.4 ac for multifamily residential uses, and 4.6 ac for a variety of uses (mixed urban, commercial/office, educational institutions, public facilities, and transportation).

TABLE 3.1.1:
Existing and General Plan Land Uses by Jurisdiction

Existing Land Uses	General Plan Land Uses
City of Los Angeles (includes the neighborhoods of Arroyo Seco, Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, and Lincoln Heights) (refer to Sheets 5, 6, 8 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
Arroyo Seco. The Arroyo Seco neighborhood is in the west central part of the study area and covers approximately 3.5 sq mi. As shown on Figure 3.1-1 (Sheets 5 and 8), residential uses occupy approximately 53 percent of the land in this neighborhood and approximately 338 ac (17 percent) of the land in this neighborhood are vacant.	General Plan land use designations for the Arroyo Seco neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheets 5 and 8). Of the 338 ac of vacant land in the Arroyo Seco neighborhood, 309 ac are designated for single-family residential uses, 22 ac for local parks, open space, and recreation uses, 5 ac for multifamily residential uses, and 2 ac for other uses (commercial/office, public facilities, and transportation).
Cypress Park. The Cypress Park neighborhood is in the southwest part of the study area and covers approximately 1.3 sq mi. As shown on Figure 3.1-1 (Sheet 8), residential uses occupy approximately 47 percent of the land in this neighborhood, followed by transportation and utilities uses (22 percent). Approximately 54 ac (8 percent) of the land in this neighborhood are vacant.	General Plan land use designations for the Cypress Park neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheet 8). Of the 54 ac of vacant land in the Cypress Park neighborhood, 44 ac are designated for single-family residential uses, 4 ac for industrial uses, 4 ac for local parks, open space, and recreation uses, and 2 ac for other uses (commercial/office, mixed commercial and industrial, multifamily residential, and public facilities).
Eagle Rock. The Eagle Rock neighborhood is in the western part of the study area and covers approximately 4.1 sq mi. As shown on Figure 3.1-1 (Sheet 5), residential uses occupy approximately 67 percent of the land in this neighborhood. Approximately 206.7 ac (11 percent) of the land in this neighborhood are vacant, the majority of which are undevelopable hillsides.	General Plan land use designations for the Eagle Rock neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheet 5). Of the 214 ac of vacant land in the Eagle Rock neighborhood, 109 ac are designated for single-family residential uses, 96 ac for local parks, open space, and recreation uses, 3.6 ac for public facilities, and 5 ac for other uses (multifamily residential, commercial/office, and industrial).
El Sereno. The El Sereno neighborhood is in the southwest part of the study area and covers approximately 4.9 sq mi. As shown on Figure 3.1-1 (Sheet 8), residential uses occupy approximately 52 percent of the land in this neighborhood, followed by public uses (15 percent). Approximately 386 ac (16 percent) of the land in the neighborhood are vacant, the majority of which are undevelopable hillsides.	General Plan land use designations for the El Sereno neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheet 8). Of the 386 ac of vacant land in El Sereno, approximately 268 ac are designated for single-family residential uses, 83 ac for local parks, open space, and recreation uses, 13 ac for industrial uses, and 22 ac for other uses (commercial/office, multifamily residential, and public facilities).
Glassell Park. The Glassell Park neighborhood is in the west part of the study area and covers approximately 7.6 sq mi. As shown on Figure 3.1-1 (Sheets 5 and 8), residential uses occupy approximately 50 percent of the land in this neighborhood, followed by public uses (18 percent). Approximately 140 ac (11 percent) of the land in this neighborhood are vacant.	General Plan land use designations for the Glassell Park neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheets 5 and 8). Of the 140 ac of vacant land in Glassell Park, approximately 101 ac are designated for single-family residential uses, 16 ac for public facilities, 7 ac for multifamily residential uses, and 16 ac for other uses (commercial/office, industrial, and local parks, open space, and recreation).
Highland Park. The Highland Park neighborhood is in the west part of the study area and covers approximately 4.2 sq mi. As shown on Figure 3.1-1 (Sheets 5, 6, and 8), residential uses occupy approximately 62 percent of the land in this neighborhood, followed by public uses (15 percent). Approximately 92.6 ac (4 percent) of the land in this neighborhood are vacant.	General Plan land use designations for the Highland Park neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheets 5, 6, and 8). Of the 108 ac of vacant land in Highland Park, approximately 77.1 ac are designated for single-family residential uses, 13.1 ac for local parks, open space, and recreation uses, 11.5 ac for multifamily residential uses, and 6 ac for other uses (public facilities and commercial/office).
Lincoln Heights. The Lincoln Heights neighborhood is in the southwest part of the study area and covers approximately 3.1 sq mi. As shown on Figure 3.1-1 (Sheet 8), residential uses occupy approximately 30 percent of the land in this neighborhood, followed by public uses (21 percent). Approximately 159 ac (10 percent) of the land in this neighborhood are vacant, the majority of which are undevelopable hillsides.	General Plan land use designations for the Lincoln Heights neighborhood in the City of Los Angeles are shown on Figure 3.1-2 (Sheet 8). Of the 173 ac of vacant land in Lincoln Heights, approximately 128 ac are designated for single-family residential uses, 20.5 ac for industrial uses, 9.3 ac for multifamily residential uses, and 15.2 ac for other uses (commercial/office, local parks, open space, and recreation, mixed commercial and industrial, and public facilities).
City of Monrovia (refer to Sheets 4, 7, and 10 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Monrovia is in the northeast part of the study area and covers approximately 13.6 sq mi. Public uses occupy approximately 31 percent of the land in the City, followed by residential uses (23 percent). The majority of the public, other, and vacant lands in the City are open space in the San Gabriel Mountains foothills. Approximately 1,350 ac (17 percent) of land	Of the approximately 1,442 ac of vacant land in Monrovia, 1,009 ac are designated for local parks, open space, and recreation uses, 340.4 ac for single-family residential uses, 61 ac for mixed urban uses, and 31.7 ac for other uses (commercial/office, industrial, mixed commercial, multifamily residential, public facilities, and transportation).

TABLE 3.1.1:
Existing and General Plan Land Uses by Jurisdiction

Existing Land Uses	General Plan Land Uses
in the City are vacant, the majority of which are undevelopable hillsides in the foothills of the San Gabriel Mountains.	
City of Montebello (refer to Sheets 11, 12, and 13 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Montebello is in the south part of the study area and covers approximately 8.5 sq mi. Residential uses occupy approximately 43 percent of the land in the City, followed by industrial uses (16 percent). Approximately 401 ac (9 percent) of the land in the City are vacant, the majority of which are land that was formerly used for oil production.	Of the approximately 401 ac of vacant land in Montebello, 282.4 ac are designated for single-family residential uses, 44 ac are for public facility uses, 27.5 ac for commercial/office uses, and 47 ac for other uses (industrial, local parks, open space, and recreation, multifamily residential, and transportation).
City of Monterey Park (refer to Sheets 8, 9, 11, and 12 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Monterey Park is in the southern part of the study area and covers approximately 7.7 sq mi. Residential uses occupy approximately 62 percent of the land in the City, followed by public uses (14 percent). Approximately 229.9 ac (6 percent) of the land in the City are vacant.	Of the approximately 230 ac of vacant land in Monterey Park, 80 ac are designated for local parks, open space, and recreation uses, 69 ac for commercial/office uses, 36 ac for mixed commercial and industrial uses, and 44 ac for other uses (single-family residential, multifamily residential, public facilities, and mixed urban).
City of Pasadena (refer to Sheets 1, 2, 3, 5, and 6 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Pasadena is in the north-central part of the study area and covers approximately 23.1 sq mi. Residential uses occupy approximately 57 percent of the land in the City, followed by public uses (17 percent). Approximately 537.5 ac (5 percent) of the land in the City are vacant, the majority of which are undevelopable hillsides.	Of the 537.5 ac of vacant land in Pasadena, approximately 338 ac are designated for single-family residential uses, 138 ac for local parks, open space, and recreation uses, 34 ac for mixed urban uses, and 28 ac for other uses (multifamily residential, commercial/office, public facilities, and transportation uses).
City of Rosemead (refer to Sheets 9 and 12 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Rosemead is in the southeast part of the study area and covers approximately 5.2 sq mi. Residential uses occupy approximately 63 percent of the land in the City, followed by commercial and service uses (11 percent). Approximately 62.7 ac (2 percent) of the land in the City are vacant.	Of the 62.7 ac of vacant land in Rosemead, approximately 20 ac are designated for public facility uses, 20 ac for mixed urban uses, 11 ac for single-family residential uses, and 12 ac for other uses (multifamily residential, local parks, open space, and recreation, industrial, commercial/office, and mixed commercial and industrial).
City of San Gabriel (refer to Sheets 6 and 9 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of San Gabriel is in the south-central part of the study area and covers approximately 4.1 sq mi. Residential uses occupy approximately 69 percent of the land in the City, followed by commercial and service uses (9 percent). Approximately 46.4 ac (2 percent) of the land in the City are vacant.	Of the 46.4 ac of vacant land in San Gabriel, approximately 21 ac are designated for public facility uses, 14 ac for commercial/office uses, 5 ac for multifamily residential uses, and 6 ac for other uses (transportation, single-family residential, local parks, open space, and recreation, industrial, and commercial/office).
City of San Marino (refer to Sheets 6 and 9 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of San Marino is in the north-central part of the study area and covers approximately 3.8 sq mi. Residential uses occupy approximately 80 percent of the land in the City, followed by public uses (17 percent). Approximately 11.8 ac (1 percent) of land in the City are vacant.	Of the 11.8 ac of vacant land in San Marino, 10.8 ac are designated for single-family residential uses, 0.5 ac for commercial/office uses, and 0.5 ac for public facility uses.
City of Sierra Madre (refer to Sheets 3, 4, 6, and 7 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Sierra Madre is in the north part of the study area and covers approximately 3 sq mi. Residential uses occupy approximately 56 percent of the land in the City, followed by public uses (19 percent). The majority of the public land in the City is open space land in the foothills of the San Gabriel Mountains. Approximately 231.4 ac (14 percent) of land in the City are vacant, the majority of which are undevelopable hillsides.	Of the 231.5 ac of vacant land in Sierra Madre, 213 ac are designated for single-family residential uses, 12.7 ac for local parks, open space, and recreation uses, 2.7 ac for multifamily residential uses, and 2.7 ac for other uses (for mixed urban, industrial, and commercial/office).
City of South El Monte (refer to Sheets 9 and 12 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of South El Monte is in the southeast part of the study area and covers approximately 3 sq mi. Industrial uses occupy approximately 44 percent of the land in the City, followed by residential uses (34 percent). Approximately 66.3 ac (4 percent) of land in the City are vacant.	Of the 66.3 ac of vacant land in El Monte, approximately 36.4 ac are designated for commercial/office uses, 13.4 ac for industrial uses, 8.7 ac for mixed commercial and industrial uses, and 80.6 ac for other uses (mixed urban, multifamily residential, public facilities, and single-family).
City of South Pasadena (refer to Sheets 8 and 9 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of South Pasadena is in the central part of the study area and covers approximately 3.4 sq mi. Residential uses occupy approximately 79 percent of the land in the City, followed by commercial and service uses (7 percent). Approximately 47.7 ac (3 percent) of land in the City are vacant.	Of the 47.7 ac of vacant land in South Pasadena, approximately 33 ac are designated for single-family residential uses, 7 ac for multifamily residential uses, 5 ac for local parks, open space, and recreation uses, and 3 ac for other uses (public facilities, multifamily residential, and mixed urban).

TABLE 3.1.1:
Existing and General Plan Land Uses by Jurisdiction

Existing Land Uses	General Plan Land Uses
City of Temple City (refer to Sheets 6, 7, and 9 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
The City of Temple City is in the east-central part of the study area and covers approximately 4.0 sq mi. Residential uses occupy approximately 84 percent of the land in the City, followed by commercial and services uses (5 percent) and public uses (5 percent). Approximately 16.5 ac (1 percent) of land in the City are vacant.	Of the 16.5 ac of vacant land in Temple City, approximately 6 ac are designated for single-family residential uses, 6 ac for commercial/office uses, 2.6 ac for industrial uses, and 1.9 ac for other uses (public facilities and multifamily residential).
Los Angeles County (unincorporated communities of Altadena, East Los Angeles, East Pasadena, East San Gabriel, La Crescenta-Montrose, Mayflower Village, North El Monte, and San Pasqual) (refer to Sheets 1, 2, 3, 6, 7, 8, 9, and 11 in Figures 3.1-1 and 3.1-2 for existing and General Plan land uses, respectively)	
Altadena. The unincorporated community of Altadena is in the north part of the study area and covers approximately 8.7 sq mi. As shown on Figure 3.1-1 (Sheets 1, 2, and 3), residential uses occupy approximately 69 percent of the land in this community, followed by public uses (7 percent). Approximately 521 ac (11 percent) of the land in Altadena are vacant, the majority of which are undevelopable hillsides.	General Plan land use designations for Altadena in the County of Los Angeles are shown on Figure 3.1-2 (Sheets 1, 2, and 3). Of the 521 ac of vacant land in Altadena, 427 ac are designated for single-family residential uses, 70 ac for local parks, open space, and recreation uses, 15 ac for public facilities, and 9 ac for other uses (cemeteries, commercial/office, industrial, and mixed urban).
East Los Angeles. The unincorporated community of East Los Angeles is in the southwest part of the study area and covers approximately 7.5 sq mi. As shown on Figure 3.1-1 (Sheets 8 and 11), residential uses occupy approximately 62 percent of the land in this community, followed by public uses (14 percent). Approximately 123.3 ac (3 percent) of the land in East Los Angeles are vacant.	General Plan land use designations for East Los Angeles in the County of Los Angeles are shown on Figure 3.1-2 (Sheets 8 and 11). Of the 123.3 ac of vacant land in East Los Angeles, approximately 36 ac are designated for multifamily residential uses, 29 ac for single-family residential uses, 28 ac for public facilities, and 30 ac for other uses (mixed commercial and industrial, mixed urban, industrial, and commercial/office).
La Crescenta-Montrose. The unincorporated community of La Crescenta-Montrose is in the northwest part of the study area and covers approximately 3.4 sq mi. As shown on Figure 3.1-1 (Sheets 1 and 2), residential uses occupy approximately 68 percent of the land in this community, followed by public uses (10 percent). Approximately 312 ac (17 percent) of land in the community are vacant, the majority of which are undevelopable hillsides.	General Plan land use designations for La Crescenta-Montrose in the County of Los Angeles are shown on Figure 3.1-2 (Sheets 1 and 2). Of the 312.3 ac of vacant land in La Crescenta-Montrose, approximately 291 ac are designated for single-family residential uses, 15 ac for local parks, open space, and recreation uses, 3.9 ac for multifamily residential uses, and 1.9 ac for other uses (public facilities and commercial/office).
East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual. The unincorporated community of East Pasadena is in the north-central part of the study area and covers approximately 1.3 sq mi. The unincorporated community of East San Gabriel is in the north-central part of the study area and covers approximately 1.6 sq mi. The unincorporated community of Mayflower Village is in the northeast part of the study area and covers approximately 0.7 sq mi. The unincorporated community of North El Monte is in the east-central part of the study area and covers approximately 0.4 sq mi. The unincorporated community of San Pasqual is in the north-central part of the study area and covers approximately 0.3 sq mi. As shown on Figure 3.1-1 (Sheet 6, 7, and 9), residential uses are the primary land uses in East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual, comprising 87 percent of the land in these unincorporated areas, followed by commercial and service uses (3 percent). Approximately 72.4 ac (3 percent) of the land in the unincorporated communities of East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual are vacant.	General Plan land use designations for these unincorporated communities in the County of Los Angeles are shown on Figure 3.1-2 (Sheets 6, 7, and 9). Of the 72.4 ac of vacant land in East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual, approximately 32 ac are designated for public facilities, 32 ac for single-family residential uses, 7.5 ac for local parks, open space, and recreation uses, and 0.9 ac for other uses (multifamily residential, commercial/office, and mixed urban).

Source: *Community Impact Assessment* (2014).

TABLE 3.1.2:

Use of General Plan Designated Land Uses by the Build Alternatives

Alternative	General Plan Designated Land Uses (acres)						Total
	Commercial/ Office	Mixed Commercial and Industrial	Mixed Urban	Multifamily Residential	Public Facilities	Single- Family Residential	
TSM/TDM	0.1	—	0.4	0.02	0.0	0	0.6
BRT	0.2	—	0.1	0.04	—	—	0.3
LRT	8.5	3.7	2.0	0.0	3.8	—	18.0
Freeway Tunnel (Single-Bore Design Variation)	0.1	—	0.3	—	1.1	—	1.5
Freeway Tunnel (Dual-Bore Design Variation)	0.1	—	0.3	—	1.1 ¹	—	1.5

Source: *Community Impact Assessment* (2014).

Note: Values are shown with two decimal places except where three decimals were necessary to provide a value.

¹ Partial acquisition of 0.6 acre would not result in land use impacts because the City of Los Angeles General Plan does not designate any land uses on the part of the parcel that would be acquired.

This page intentionally left blank

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
ALHAMBRA LAND USE PLAN CONSISTENCY				
General Plan Circulation Element				
Goal 3.1: To provide a balanced transportation system for the safe and efficient movement of people, goods, and services.				
Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.				
Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and 4 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, two of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all streets in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.1.1.	Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at 2 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) and 2 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.1.1.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and 2 study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, 1 of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.1.1.	Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 1 study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative. While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 2 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, 1 of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative. Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all streets in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be consistent with Objective 4.1.1.	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and 6 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all streets in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.1.1.
Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.				
Consistent. The TSM/TDM Alternative would install changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.1.6.	Consistent. The BRT Alternative would include the same active traffic management components as the TSM/TDM Alternative including changeable message signs at key locations in the study area to provide real-time travel time and other traffic information to the public. Therefore, the BRT Alternative would be consistent with Policy 4.1.6.	Consistent. The LRT Alternative would include the active traffic management components in the TSM/TDM Alternative including changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the LRT Alternative would be consistent with Policy 4.1.6.	Consistent. The Freeway Tunnel Alternative would include the active traffic management components in the TSM/TDM Alternative including changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.1.6.	Consistent. The No Build Alternative includes traffic signal synchronization projects included in the SCAG 2012 RTP/SCS and regional traffic plans. Therefore, the No Build Alternative would be consistent with Policy 4.1.6.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.				
Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in Alhambra during the AM peak hour (Fremont	Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at 2 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in the Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB	Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and 4 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, 2 of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.2.1.	Ramp/Valley Boulevard) and 2 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.2.1.	Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and 2 study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, 1 of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.2.1.	2035, this operational variation would result in LOS deterioration to unacceptable levels at 1 study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative. While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 2 study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, 1 of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative. Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all intersections in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be consistent with Objective 4.2.1.	Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and 6 study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.1.1.
Policy 4.2.3: Continue to seek State and Federal funding in order to augment existing programs designed to improve operation of the traffic signal system.				
Consistent. The TSM/TDM Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the TSM/TDM Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements included in the TSM/TDM Alternative. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.2.3	Consistent. The BRT Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the BRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements in the TSM/TDM Alternative and, potentially, the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 4.2.3.	Consistent. The LRT Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the LRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.2.3.	Consistent. The Freeway Tunnel Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the Freeway Tunnel Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements in the TSM/TDM Alternative, which are included in the Freeway Tunnel Alternative. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.2.3.	Consistent. The No Build Alternative includes projects and programs included in the SCAG 2012 RTP/SCS and the FTIP for the SCAG region. Therefore, the projects in the No Build Alternative would be eligible for state and federal funding and the No Build Alternative would be consistent with Policy 4.2.3.
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.				
Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/SR-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 4.4.1.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/SR-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 4.4.1.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/SR-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 4.4.1.	Consistent. The Freeway Tunnel Alternative would extend the Long Beach Freeway (i.e., I-710/SR-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore the Freeway Tunnel Alternative would be consistent with Policy 4.4.1.	Inconsistent. The No Build Alternative would not extend the Long Beach Freeway (I-710/SR-710) from its current terminus at Valley Boulevard to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 4.4.1.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Policy 4.5.1: Cooperate with the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District in efforts to improve transit service for City residents of all ages.				
Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service and bus service improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.5.1.	Consistent. The BRT Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service, bus service improvements, and the development of a new BRT route through Alhambra. Therefore, the BRT Alternative would be consistent with Policy 4.5.1.	Consistent. The LRT Alternative was developed by Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service, bus service improvements, and the development of a new light rail line through the City of Alhambra. Therefore, the LRT Alternative would be consistent with Policy 4.5.1.	Consistent. The Freeway Tunnel Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service and bus service improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, the SCAG 2012 RTP/SCS, and the Metro 2009 LRTP with input from Metro, the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District. Therefore, the No Build Alternative would be consistent with Policy 4.5.1.
Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit systems to service the needs of the transit dependent and attract those currently using the automobile mode in order to improve circulation and reduce air and noise pollution.				
Consistent. The TSM/TDM Alternative would improve circulation and reduce air and noise pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved through the inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, and local street improvements as well as more bus service options. The TSM/TDM Alternative would be consistent with Policy 4.5.6.	Consistent. The BRT Alternative will improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, increasing service levels, and reducing the number of stops along the alignment of the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 4.5.6.	Consistent. The LRT Alternative proposes a new light rail line in the study area. Therefore, the LRT Alternative would be consistent with Policy 4.5.6.	Consistent. The Freeway Tunnel Alternative would improve circulation and reduce air and noise pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved through the inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and more bus service options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.6.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 4.5.6.
Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.				
Consistent. The TSM/TDM Alternative strategies include facilitating higher vehicle occupancy, reducing peak-hour trips, reducing the use of motor vehicles, and encouraging ridesharing and transit use. The TSM/TDM Alternative would reduce traffic congestion by expanding transportation options. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.5.7.	Consistent. The BRT Alternative would incorporate high-speed, high-frequency bus service through Alhambra with a combination of new, dedicated, and existing bus lanes and mixed-flow traffic lanes with increased bus service levels and limited stop bus services for longer distance commuters. Therefore, the BRT Alternative would be consistent with Policy 4.5.7.	Consistent. The LRT Alternative proposes a new light rail line, two bus feeder routes, and increased frequencies and/or spans of service on existing bus routes in the study area to maximize the interconnection of alternative transportation systems in the City of Alhambra. Therefore, the LRT Alternative would be consistent with Policy 4.5.7.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements to enhance the interconnection of alternative transportation systems. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.7.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 4.5.7.
General Plan Noise Element				
Goal 3.2: To protect and maintain those areas having acceptable noise environments.				
Policy 4.1.2: Insure the inclusion of noise mitigation measures in the design of new roadway projects in Alhambra.				
N/A. The TSM/TDM Alternative does not include the design of new roadways in the City of Alhambra. This Alternative involves traffic improvements to existing roadways and intersections. Therefore, Policy 4.1.2 is not applicable to the TSM/TDM Alternative	Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the BRT Alternative would include mitigation for project noise effects consistent with applicable local and/or Caltrans, as appropriate, noise regulations and guidance. Therefore, the BRT Alternative would be consistent with Policy 4.1.2.	Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the LRT Alternative would include mitigation for project noise effects consistent with applicable local noise regulations and guidance. Therefore, the LRT Alternative would be consistent with Policy 4.1.2.	Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the Freeway Tunnel Alternative would include mitigation for project noise effects consistent with applicable local noise regulations and guidance. Therefore the Freeway Tunnel Alternative would be consistent with Policy 4.1.2.	Consistent. If projects in the No Build Alternative exceed applicable noise standards, noise attenuation would be considered under CEQA and/or NEPA, as applicable to each project. Therefore, the No Build Alternative would be consistent with Policy 4.1.2.
Valley Boulevard Corridor Specific Plan (City of Alhambra)				
Program Goal: Strive to provide vehicular circulation on all roadways within the Specific Plan area at level of service “D” or better (as defined by the National Research Council, Highway Capacity Manual).				
Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 4 study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at 1 study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the TSM/TDM Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, the TSM/TDM Alternative would be inconsistent with this program goal.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the TSM/TDM Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, the TSM/TDM Alternative would be inconsistent with this program goal.	Consistent. The BRT Alternative would result in LOS D at all three study intersections in the Valley Boulevard Corridor Specific Plan area during the AM and PM peak hours in 2035 as compared to existing conditions. Therefore, the BRT Alternative would be consistent with this program goal.	Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 4 study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 1 study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the single-bore design	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 4 study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at 1 study intersection in the Valley Boulevard Corridor Specific Plan area during the PM peak hour (Atlantic Boulevard/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Valley Boulevard Corridor Specific Plan area, the No Build Alternative would be inconsistent with this program goal.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
			variation of the Freeway Tunnel Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, it would be inconsistent with this program goal. Consistent. The dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at all 4 study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035 as compared to the No Build Alternative. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would be consistent with this program goal.	
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.				
Consistent. The TSM/TDM Alternative is designed to maximize the efficiency of the existing infrastructure by improving capacity without increasing the number of through lanes. Therefore, the TSM/TDM Alternative would be consistent with this program goal.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes to increase ridership and reduce dependency on automobiles. Therefore, the BRT Alternative would be consistent with this program goal	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would promote energy efficiency and contribute to improved air quality. Therefore, the LRT Alternative would be consistent with this program goal.	Consistent. The Freeway Tunnel Alternative includes air scrubbers, a ventilation system with exhaust fans at each portal, an exhaust duct along the entire length of the tunnel, and jet fans in the traffic area of the tunnel to improve air quality. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. However, none of those projects and programs would be in the Valley Boulevard Corridor Specific Plan area. Therefore, the No Build Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.				
Consistent. The TSM/TDM Alternative would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although the TSM/TDM Alternative improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the TSM/TDM Alternative would be consistent with this program goal.	Consistent. The BRT Alternative would include high-speed, high-frequency bus service on Atlantic Boulevard within the Valley Boulevard Corridor Specific Plan area through a combination of new, dedicated, and existing bus lanes that would improve transit access in the Specific Plan area. The BRT Alternative would require the partial acquisition of several parcels on the east side of Atlantic Boulevard in the vicinity of Valley Boulevard to construct the dedicated bus lanes; however, land use impacts would be minimized. Therefore, the BRT Alternative would be consistent with this program goal.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although these improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the LRT Alternative would be consistent with this program goal.	Consistent. The Freeway Tunnel Alternative would include the TSM/TDM Alternative improvements, which would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although these improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal	Not Applicable. The No Build Alternative would not improve Valley Boulevard or other arterials in the Valley Boulevard Corridor Specific Plan area. Therefore, this program goal is not applicable to the No Build Alternative.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.				
Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend or pursue operational capacity improvements on I-710/SR-710. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with this program goal.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend or pursue operational capacity improvements on I-710/SR-710. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with this program goal.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend or pursue operational capacity improvements on I-710/SR-710. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with this program goal.	Consistent. The Freeway Tunnel Alternative would support the extension of I-710 and operational capacity improvements to I-710 because it proposes the extension of SR 710 between I-10 and I-210. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.	Inconsistent. The No Build Alternative would not extend I-710/SR-710 or pursue operational capacity improvements for the I-710/SR-710 Freeway. Therefore, the No Build Alternative would not be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.				
Consistent. The TSM/TDM Alternative includes strategies and improvements to increase the efficiency and capacity of the existing transportation system. Therefore, the TSM/TDM Alternative would be consistent with this program goal.	Consistent. The BRT Alternative includes the BRT trunk line arterial street and station improvements, frequent bus services, new bus feeder services, and enhanced connectivity. Therefore, the BRT Alternative would be consistent with this program goal	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements and would be supportive of alternative transportation modes, including shared ride modes. Therefore, the LRT Alternative would be consistent with this program goal.	Consistent. The Freeway Tunnel Alternative would provide enhancements to maximize the efficiency and capacity of the existing transportation system, including the TSM/TDM Alternative improvements. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with this program goal.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.				
Consistent. The TSM/TDM Alternative would improve the efficiency of multiple modes of transportation through the provision of pedestrian, bicycle, intersection, intelligent transportation systems, and local street improvements, as well as more bus service options, including services intersecting Valley Boulevard. Therefore, the TSM/TDM Alternative would be consistent with this program goal.	Consistent. The BRT Alternative would improve the availability of viable transportation alternatives on Valley Boulevard by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with this program goal.	Consistent. The LRT Alternative proposes a new light rail line that would serve transit service to Valley Boulevard and the City of Alhambra, and which would increase connections with and access to the overall regional transportation system. Therefore, the LRT Alternative would be consistent with this program goal.	Consistent. The Freeway Tunnel Alternative would improve the efficiency of multiple modes of transportation through the provision of pedestrian, bicycle, intersection, intelligent transportation systems, and local street improvements, as well as more bus service options, including services intersecting Valley Boulevard. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS that would improve the regional transit system. However, none of these projects and programs would be in this Specific Plan area. Therefore, the No Build Alternative would be consistent with this program goal.
EAST LOS ANGELES, LOS ANGELES COUNTY LAND USE PLAN CONSISTENCY				
Los Angeles County General Plan Urban Form Element				
Policy 34: Promote the development of an improved public transportation system to link regional centers.				
Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to reduce peak-hour trips, reduce the use of motor vehicles, and encourage ridesharing and transit use to improve mobility in the study area. The TSM/TDM Alternative focuses on reducing traffic congestion by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 34.	Consistent. The BRT Alternative includes high-speed, high-frequency bus service through the unincorporated community of East Lost Angeles with a combination of new, dedicated, and existing bus lane and mixed-flow traffic lanes for longer distance commuters, and more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 34.	Consistent. The LRT Alternative proposes a new light rail line, two bus feeder routes, and increased frequencies and/or spans of service on existing bus routes in the study area to maximize the interconnection of alternative transportation systems in the County of Los Angeles. Therefore, the LRT Alternative would be consistent with Policy 34.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in unincorporated Los Angeles County; therefore, Policy 34 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 34.
Los Angeles County General Plan Transportation Element				
Policy 48: Emphasize development of an improved public transportation system that will support urban revitalization.				
Consistent. The TSM/TDM Alternative would improve circulation by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved based on inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and increased bus service. Therefore, the TSM/TDM Alternative would be consistent with Policy 48.	Consistent. The BRT Alternative would improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses with fewer stops. The BRT Alternative would be consistent with Policy 48.	Consistent. The LRT Alternative includes a new light rail line. Therefore the LRT Alternative would be consistent with Policy 48.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in unincorporated Los Angeles County; therefore, Policy 48 would not be applicable to the Freeway Tunnel Alternative	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP. Therefore, the No Build Alternative would be consistent with Policy 48.
Policy 50: Support the development of a transportation system that will make a positive contribution to the improvement of air quality.				
Consistent. The TSM/TDM Alternative would improve circulation and reduce air pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved based on inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and more bus service options. The TSM/TDM Alternative would be consistent with Policy 50.	Consistent. The BRT Alternative will improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses with fewer stops. The BRT Alternative would be consistent with Policy 50.	Consistent. The LRT Alternative includes a new light rail line. Therefore, the LRT Alternative would be consistent with Policy 50.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in unincorporated Los Angeles County; therefore, Policy 50 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS resulting in improvements to air quality. Therefore, the No Build Alternative would be consistent with Policy 50.
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.				
Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 51.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 51.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 51.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in unincorporated Los Angeles County; therefore, Policy 51 would not be applicable to the Freeway Tunnel Alternative.	Inconsistent. The No Build Alternative would not complete gaps or missing segments of partially completed freeways, including I-710/SR-710. Therefore, the No Build Alternative would not be consistent with Policy 51.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Policy 52: Provide for more efficient multimodal use of the current freeway system.				
Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not provide for more efficient multimodal use of the current freeway system. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 52.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not provide for more efficient multimodal use of the current freeway system. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 52.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not provide for more efficient multimodal use of the current freeway system. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 52.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in unincorporated Los Angeles County; therefore, Policy 52 would not be applicable to the Freeway Tunnel Alternative	Inconsistent. The No Build Alternative would not provide for more efficient multimodal use of the existing freeway system. Therefore, the No Build Alternative would not be consistent with Policy 52.
East Los Angeles Community Plan				
Physical Environment Goal: To improve local transit and circulation.				
Circulation and Transportation Policy: Improve the local public transit to more closely serve the needs of the people.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in East Los Angeles; therefore, the Circulation and Transportation Policy would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative would improve the availability of local public transit in East Los Angeles. Therefore, the BRT Alternative would be consistent with the Circulation and Transportation Policy.	Consistent. The LRT Alternative would increase the availability of public transit (light rail and bus) in the unincorporated community of East Los Angeles. Therefore, the LRT Alternative would be consistent with the Circulation and Transportation Policy.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in East Los Angeles; therefore, the Circulation and Transportation Policy would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes the projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with the Circulation and Transportation Policy.
CITY OF LOS ANGELES GENERAL PLAN				
Transportation Element				
Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.				
Policy 2.2: Cooperate with regional agencies to establish region wide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.				
Consistent. The TSM/TDM Alternative includes TDM strategies to facilitate higher vehicle occupancy or reduction in traffic congestion by expanding the traveler’s transportation options in terms of travel mode, travel time, travel route, travel costs, and the quality and convenience of the travel experience. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including TDM strategies to facilitate higher vehicle occupancy or reduction in traffic congestion by expanding the travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the BRT Alternative would be consistent with Policy 2.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including TDM strategies to facilitate higher vehicle occupancy or reduction in traffic congestion by expanding the travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the LRT Alternative would be consistent with Policy 2.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements including TDM strategies to facilitate higher vehicle occupancy and or reduce traffic congestion by expanding travelers’ transportation options in terms of travel mode, time, route, costs, and the quality and convenience of the travel experience. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.2.	Consistent. None of the improvements included in the No Build Alternative, which includes projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would establish region-wide TDM programs to achieve regional trip reductions and/or increased vehicle occupancy. However, because none of the improvements included in the No Build Alternative would preclude the establishment of regional TDM programs, the No Build Alternative would be consistent with Policy 2.2.
Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work purpose destinations.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.5.	Consistent. The BRT Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 2.5.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to improve existing bicycle facilities that include the provision of on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. The LRT Alternative would provide bicycle parking facilities at each station along the new light rail line. Therefore, the LRT Alternative would be consistent with Policy 2.5.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.5.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 2.5.
Policy 2.14: Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.				
Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.14.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the BRT Alternative would be consistent with Policy 2.14.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.14.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve bus service throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.14.	Consistent. Consistent. While not specifically mentioned as a specific project within planning documents, improvements to heavily traveled bus routes would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Policy 2.14.
Policy 2.16: Promote the expansion of express and local bus service in priority corridors not served by the funded rail system, so as to reduce congestion along congested corridors.				
Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.16.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the BRT Alternative would be consistent with	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the LRT Alternative would be consistent with	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve bus service throughout the study area. Therefore, the Freeway Tunnel	Consistent. While not specifically mentioned as a specific project within planning documents, the expansion of express and local bus service in priority corridors would be addressed by Metro as part of their routine operations

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
	Policy 2.16.	Policy 2.16.	Alternative would be consistent with Policy 2.16.	planning process. Therefore, the No Build Alternative would be consistent with Policy 2.16.
Policy 2.22: Establish priority corridors for Transportation System Management (TSM) improvements, including Automated Traffic Surveillance and Control (ATSAC) systems, Smart Corridors, and other strategies.				
Consistent. The TSM/TDM Alternative includes TSM strategies to improve local street and intersections throughout the study area and active traffic management technology. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.22.	Consistent.. The BRT Alternative includes the TSM/TDM Alternative improvements, including TSM strategies to improve local streets and intersections throughout the study area and active traffic management technology. Therefore, the BRT Alternative would be consistent with Policy 2.22.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including TSM strategies to improve local streets and intersections throughout the study area and active traffic management technology. Therefore, the LRT Alternative would be consistent with Policy 2.22.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, including TSM strategies to improve local streets and intersections throughout the study area and active traffic management technology. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.22.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would install TSM improvements in the City of Los Angeles. However, because none of the improvements included in the No Build Alternative would preclude the City’s efforts to establish priority corridors for TSM improvements, the No Build Alternative would be consistent with Policy 2.22.
Policy 2.26: Maximize arterial street peak hour capacity through removal of curb parking during peak hours where such removal creates an additional travel and /or bus lane.				
Consistent. The TSM/TDM Alternative includes strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.26.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the LRT Alternative would be consistent with Policy 2.26.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the LRT Alternative would be consistent with Policy 2.26.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.26.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would maximize arterial street peak-hour capacity in the City of Los Angeles by removing curb parking during peak hours in locations where such removal would create an additional travel and /or bus lane. However, because none of the improvements included in the No Build Alternative would preclude the City’s efforts to maximize arterial street peak-hour capacity by removing curb parking during peak hours, the No Build Alternative would be consistent with Policy 2.26.
Policy 2.29: Consider highway infrastructure investments primarily along severely congested corridors.				
Consistent. The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the TSM/TDM Alternative is consistent with Policy 2.29.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the BRT Alternative is consistent with Policy 2.29.	Consistent. The LRT Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.29.	Consistent. The Freeway Tunnel Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.29.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include highway infrastructure investments along severely congested corridors. Therefore, the No Build Alternative would be consistent with Policy 2.29.
Policy 2.33: Continue incremental completion of the Highways and Freeways system, as shown in Maps A1 and A2–A6 [i.e., the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element], and as may be periodically modified by the designation of pedestrian priority street segments and transit priority streets.				
Inconsistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock and El Sereno. Although most of these improvements would be consistent with General Plan Highways and Freeways System Maps, the TSM/TDM Alternative would not complete I-710/SR-710 between El Sereno and Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the TSM/TDM Alternative would not be consistent with Policy 2.33.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park, and completion of SR 710 between El Sereno and the City of Pasadena. These improvements would be consistent with the General Plan Highways and Freeways System Maps. Therefore, the BRT Alternative would be consistent with Policy 2.33.	Inconsistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Although most of these improvements would be consistent with the General Plan Highways and Freeways System Maps, the LRT Alternative would not complete I-710/SR-710 between El Sereno and Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the LRT Alternative would not be consistent with Policy 2.33.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park, and completion of SR 710 between El Sereno and the City of Pasadena. These improvements would be consistent with the General Plan Highways and Freeways System Maps. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.33.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and the Metro 2009 LRTP, that include the replacement of the existing Riverside Drive Bridge over the Los Angeles River and Riverside Drive Viaduct/Grade Separation Structure with an integrated two-lane standard-curvature bridge and grade separation structure as well as other improvements consistent with the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element. Therefore, the No Build Alternative would be consistent with Policy 2.33.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Policy 2.34: Consider the construction of new highway segments and strategic roadway widening only after the implementation of appropriate Demand Management and System Management measures.				
Consistent. The TSM/TDM Alternative includes implementation of appropriate TSM and TDM measures throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.34.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including the implementation of appropriate TSM and TDM improvements throughout the study area. Therefore, the BRT Alternative would be consistent with Policy 2.34.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including the implementation of appropriate TSM and TDM improvements throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.34.	Consistent. The Freeway Tunnel Alternative includes implementation of TSM and TDM measures throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.34.	Consistent. Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would implement appropriate TDM and TSM measures in the City of Los Angeles. However, because none of the improvements included in the No Build Alternative would preclude the City from implementing appropriate TDM and TSM measures, the No Build Alternative would be consistent with Policy 2.34.
Objective 10: Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school children travel.				
Policy 10.1: Implement the updated and revised 1996 City Bicycle Plan				
Consistent. The TSM/TDM Alternative includes bicycle facility improvements, but would not implement the 1996 City Bicycle Plan. However, because the improvements in the TSM/TDM Alternative would not preclude the City from implementing the 1996 City Bicycle Plan, the TSM/TDM Alternative would be consistent with Policy 10.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which include bicycle facility improvements, but would not implement the 1996 City Bicycle Plan. However, because the improvements in the TSM/TDM Alternative would not preclude the City from implementing the 1996 City Bicycle Plan, the BRT Alternative would be consistent with Policy 10.1.	Consistent. The LRT Alternative includes bicycle facility improvements, but would not implement the 1996 City Bicycle Plan. Because the LRT Alternative improvements would not preclude the City of Los Angeles from implementing the 1996 City Bicycle Plan and, it would be consistent with Policy 10.1.	Consistent. The Freeway Tunnel Alternative includes bicycle facility improvements, but would not implement the 1996 City Bicycle Plan. However, because the Freeway Tunnel Alternative would not preclude the City of Los Angeles from implementing the 1996 City Bicycle Plan, it would be consistent with Policy 10.1.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would implement the 1996 City Bicycle Plan. However, because none of the improvements included in the No Build Alternative would preclude the City from implementing the 1996 City Bicycle Plan, the No Build Alternative would be consistent with Policy 10.1
Policy 10.2: Continue completion of the Highways and Freeways system utilizing the cross sections presented in Chapter VI of this element [i.e., the Street Designations and Standards chapter of the City of Los Angeles General Plan Transportation Element], which provide for wider sidewalks/parkways along arterial streets, and link implementation of streetscape guidelines to street widening projects.				
Consistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. All such improvements would be consistent with the cross sections presented in the Street Designations and Standards chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the TSM/TDM Alternative would be consistent with Policy 10.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would be designed and constructed consistent with the cross sections in the Street Designation and Standards Chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the BRT Alternative would be consistent with Policy 10.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would be designed and constructed consistent with the cross sections in the Street Designation and Standards Chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the LRT Alternative would be consistent with Policy 10.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. The Freeway Tunnel Alternative would also complete SR 710 between El Sereno and the City of Pasadena. These improvements would be designed and constructed consistent with the cross sections in the Street Designations and Standards Chapter of the City of Los Angeles General Plan Transportation Element and/or Caltrans design standards, as appropriate. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 10.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include the replacement of the existing Riverside Drive Bridge over the Los Angeles River and Riverside Drive Viaduct/Grade Separation Structure with an integrated two-lane standard-curvature bridge and grade separation structure as well as other improvements consistent with the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element. All such improvements would be consistent with the cross sections presented in the Street Designations and Standards Chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the No Build Alternative would be consistent with Policy 10.2.
Policy 10.5: Ensure that sidewalks along all designated major and secondary highways are maintained at a minimum ten (10)-foot width pending full dedication and improvement of these streets to the standards set forth in this Element.				
Consistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. All such improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the TSM/TDM Alternative would be consistent with Policy 10.5.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the BRT Alternative would be consistent with Policy 10.5	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the LRT Alternative would be consistent with Policy 10.5	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 10.5.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to designated major and secondary highways in the City of Los Angeles. All such improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the No Build Alternative would be consistent with Policy 10.5.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
NORTHEAST LOS ANGELES COMMUNITY PLAN				
Goal 10: A system of freeways, highways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.				
Objective 10-1: To comply with Citywide performance standards for acceptable levels of service and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.				
<p>Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at 2 study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Concord Avenue/Alhambra Avenue) and 3 study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Eagle Rock Boulevard/Verdugo Road/Avenue 40, and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, 1 of these study intersections (Broadway/Colorado Boulevard) would also experience unacceptable LOS during the AM peak hour and 2 of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the TSM/TDM Alternative would be inconsistent with Objective 10-1.</p>	<p>Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at 1 study intersection in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road) and 2 study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, both study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the BRT Alternative would be inconsistent with Objective 10-1.</p>	<p>Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at 2 study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Pasadena Avenue/Broadway) and 2 study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, 1 of these study intersections (Huntington Drive/Monterey Road) would also experience unacceptable LOS during the AM peak hour and 2 of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the LRT Alternative would be inconsistent with Objective 10-1.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 1 study intersection in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the single-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at 1 study intersection in the Northeast Los Angeles Community Plan area during the AM peak hour (Figueroa Street/Avenue 26) and 1 study intersection in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, the study intersection that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the dual-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p>	<p>Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at 3 study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Concord Avenue/Alhambra Avenue, Daly Street/Broadway, and Pasadena Avenue/Broadway) and 4 study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Concord Avenue/Alhambra Avenue, Eastern Avenue/Huntington Drive, and Figueroa Street/SR 134 WB Ramps) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the No Build Alternative would be inconsistent with Objective 10-1.</p>
Goal 11: Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.				
Objective 11-1: To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.				
<p>Consistent. The TSM/TDM Alternative includes strategies to expand and improve existing bus service throughout the study area, including Northeast Los Angeles. Therefore, the TSM/TDM Alternative would be consistent with Objective 11-1.</p>	<p>Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the BRT Alternative would be consistent with Objective 11-1.</p>	<p>Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the LRT Alternative would be consistent with Objective 11-1.</p>	<p>Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 11-1.</p>	<p>Consistent. While not specifically mentioned as a specific project within planning documents, improvements to local and express bus routes and bus routes that connect with freeways and rail facilities would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be</p>

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
				consistent with Objective 11-1.
Policy 11-1.1: Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Northeast Los Angeles plan area.				
Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-1.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which were developed by Caltrans and Metro to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the BRT Alternative would be consistent with Policy 11-1.1.	Consistent. The LRT Alternative was developed by Metro to include expanding and improving existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the LRT Alternative would be consistent with Policy 11-1.1.	Consistent. The Freeway Tunnel Alternative was developed by Caltrans and Metro to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-1.1.	Consistent. While not specifically mentioned as a specific project within planning documents, improvements to local bus service to and within the Northeast Los Angeles plan area would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Policy 11-1.1.
Policy 11-1.2: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-1.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements including strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the BRT Alternative would be consistent with Policy 11-1.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements including strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the LRT Alternative would be consistent with Policy 11-1.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-1.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 11-1.2.
Objective 11-2: To increase the works trips and non-work trips made on public transit.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles and encourage public transit use. Therefore, the TSM/TDM Alternative would be consistent with Objective 11-2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to reduce the use of motor vehicles and encourage public transit use. Therefore, the BRT Alternative would be consistent with Objective 11-2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to reduce the use of motor vehicles and encourage public transit use. The LRT Alternative includes a new light rail line with a station at Cal State LA in El Sereno. Therefore, the LRT Alternative would be consistent with Objective 11-2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to reduce the use of motor vehicles and encourage public transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 11-2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Objective 11-2.
Policy 11-2.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.				
Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area in part to reduce congestion. All new transit stops will be appropriately designed. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-2.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the BRT Alternative would be consistent with Policy 11-2.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. The LRT Alternative includes a new LRT line, with a station provided at Cal State LA in El Sereno. All new transit stops would be designed to be user friendly. Therefore, the LRT Alternative would be consistent with Policy 11-2.2.	Consistent. The Freeway Tunnel Alternative includes strategies to expand and improve bus service throughout the study area. All new transit stops will be designed to be user friendly. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-2.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include new transit stops. All new transit stops would be appropriately designed. Therefore, the No Build Alternative would be consistent with Policy 11-2.2.
MONTEREY PARK LAND USE PLAN CONSISTENCY				
General Plan Circulation Element				
Goal 1.0: Ensure easy, convenient access from Monterey Park to the Pomona Freeway (SR 60), Long Beach Freeway (I-710), and San Bernardino Freeway (I-10), while minimizing freeway impacts on the local street system.				
Policy 1.1: Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the City’s arterial roadway network.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 1.1 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative would not interfere with the City of Monterey Park’s support of Caltrans’ efforts to improve traffic flow on the freeway system. Therefore, the BRT Alternative would be consistent with Policy 1.1.	Consistent. The LRT Alternative would not interfere with the City of Monterey Park’s support of Caltrans’ efforts to improve traffic flow on the freeway system. Therefore, the LRT Alternative would be consistent with Policy 1.1.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 1.1 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative would not interfere with the City’s support of Caltrans’ efforts to improve traffic flow on the freeway system. Therefore, the No Build Alternative would consistent with Policy 1.1.
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).				
Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/ SR-710) from its current terminus at Valley Boulevard northward to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 1.2.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/ SR-710) from its current terminus at Valley Boulevard northward to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 1.2.	Inconsistent. The TSM/TDM, BRT, and LRT Alternatives would not extend the Long Beach Freeway (i.e., I-710/ SR-710) from its current terminus at Valley Boulevard northward to Pasadena. Therefore, the TSM/TDM, BRT, and LRT Alternatives would not be consistent with Policy 1.2.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 1.2 would not be applicable to the Freeway Tunnel Alternative.	Inconsistent. The No Build Alternative would not extend the Long Beach Freeway (I-710/SR-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 1.2.
Policy 1.3: Support efforts of Los Angeles County Metropolitan Transportation Authority and other transportation agencies to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the freeways.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 1.3 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes enhanced bus service and active TSM/TDM transportation improvements that would provide alternatives to private automobiles. Therefore, the BRT Alternative would be	Consistent. The LRT Alternative includes active TSM/TDM transportation improvements that would provide alternative transportation modes. Therefore, the LRT Alternative would be consistent with the support efforts	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 1.3 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum regional mobility.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
	consistent with the support efforts described in Policy 1.3.	described in Policy 1.3.		Therefore, the No Build Alternative would be consistent with the support efforts described in Policy 1.3.
Goal 2.0: Provide a local street system that accommodates current and future traffic volumes.				
Policy 2.1: Implement all circulation improvements pursuant to the Master Circulation Plan shown in Figure C-2 and described in Table C-2.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.1 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes TSM/TDM Alternative improvements that would give priority to identified circulation improvements in the City of Monterey Park. Therefore, the BRT Alternative would be consistent with Policy 2.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements that would give priority to identified circulation improvements in the City of Monterey Park. Therefore, the LRT Alternative would be consistent with Policy 2.1.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.1 would not be applicable to the Freeway Tunnel Alternative	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum regional mobility. These include improvements prioritized in the City of Monterey Park General Plan Circulation Element. Therefore, the No Build Alternative would be consistent with Policy 2.1.
Policy 2.5: Implement intelligent transportation system technologies to improve traffic flow.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.5 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes transportation system technologies and therefore would be consistent with Policy 2.5.	Consistent. The LRT Alternative includes intelligent transportation system technologies. Therefore, the LRT Alternative would be consistent with Policy 2.5.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.5 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include transportation system technologies. Therefore, the No Build Alternative would be consistent with Policy 2.5.
Policy 2.7: Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.7 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes active traffic management technology, including arterial speed data collection and arterial changeable message signs. Therefore, the BRT Alternative would be consistent with Policy 2.7.	Consistent. The LRT Alternative includes active traffic management technology, including arterial speed data collection and changeable message signs. Therefore, the LRT Alternative would be consistent with Policy 2.7.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 2.7 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include ATM technology, which includes arterial speed data collection and arterial CMS. Therefore, the No Build Alternative would be consistent with Policy 2.7.
Goal 4.0: Make public transportation convenient, safe, and responsive to changing transit demands.				
Policy 4.4: Link local bus service to other transit centers in adjacent communities, including MetroLink stations and planned Eastside Corridor light rail or similar stations.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.4 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes enhanced bus services. Therefore, the BRT Alternative would be consistent with Policy 4.4.	Consistent. The LRT Alternative includes strategies to expand and improve existing bus services, including increased links to existing Metro light rail stations and the new stations along the new light rail line included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.4.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.4 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes enhancements to regional bus service as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.4.
Policy 4.5: Work with the Los Angeles County Metropolitan Transportation Authority to establish bus routes and stops at appropriate locations throughout the City to adequately serve retail, employment, and other public gathering areas.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.5 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes enhanced bus services. Therefore, the BRT Alternative would be consistent with Policy 4.	Consistent. The LRT Alternative includes strategies to expand and improve existing bus services, including increased links to existing Metro light rail stations and the new stations along the new light rail line included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.5.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.5 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes enhancements to regional bus service as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.5.
Policy 4.8: Continue to work with transit service providers to identify short- and long-term mobility needs in Monterey Park, and to ensure that those needs are met.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.8 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements that were developed by Caltrans and Metro. Therefore, the BRT Alternative would be consistent with Policy 4.8.	Consistent. The LRT Alternative was developed by Metro to address short- and long-term mobility needs in the study area. Therefore, the LRT Alternative would be consistent with Policy 4.8.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 4.8 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes enhancements addressing long- and short-term transit goals as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.8.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Goal 5.0: Create and maintain a connected system of bicycle routes and pedestrian facilities that meets the need of City residents.				
Policy 5.1: Provide a citywide Class II and Class III bicycle path system consistent with Figure C-4.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 5.1 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which include improved bicycle facilities and a new Class III bicycle facility. Therefore, the BRT Alternative would be consistent with Policy 5.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which include improved bicycle facilities and a new Class III bicycle facility. Therefore, the LRT Alternative would be consistent with Policy 5.1.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 5.1 would not be applicable to the Freeway Tunnel Alternative.	Consistent. Consistent. The No Build Alternative includes bicycle facility improvements as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 5.1.
Policy 5.3: Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve City bicycle routes within the Los Angeles County bicycle route system. In particular, encourage linkages at light rail and other transit stations.				
N/A. The TSM/TDM Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 5.3 would not be applicable to the TSM/TDM Alternative.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including improved bicycle facilities. Therefore, the BRT Alternative would be consistent with Policy 5.3.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including improved bicycle facilities at existing and new light rail stations in the study area. Therefore, the LRT Alternative would be consistent with Policy 5.3.	N/A. The Freeway Tunnel Alternative would not construct any physical improvements in the City of Monterey Park; therefore, Policy 5.3 would not be applicable to the Freeway Tunnel Alternative.	Consistent. The No Build Alternative includes bicycle facility improvements as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 5.3.
PASADENA LAND USE PLAN CONSISTENCY ANALYSIS				
General Plan Mobility Element				
Objective 3.2.1: Promote a Livable and Economically Strong Community				
Policy 1.5: Promote ease of access to local and regional transportation services by developing identifiable corridors and appropriate signage to accommodate travel within the City and to/from destinations outside the City.				
Consistent. The TSM/TDM Alternative includes active traffic management technology that would provide arterial changeable message signs at key locations in the study area to make real-time travel time and other traffic data available to the public. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.5.	Consistent. The BRT Alternative includes the active traffic management technology in the TSM/TDM Alternative, and would install changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the BRT Alternative would be consistent with Policy 1.5.	Consistent. The LRT Alternative includes the active traffic management technology in the TSM/TDM Alternative, and would install changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the LRT Alternative would be consistent with Policy 1.5.	Consistent. The Freeway Tunnel Alternative includes the active traffic management technology in the TSM/TDM Alternative, and would install changeable message signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.5.	Consistent. Improvements in the No Build Alternative in the City of Pasadena would be implemented by the City and include identification of corridors and signage as the City desires. These could apply to projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 1.5.
Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.				
Consistent. The TSM/TDM Alternative includes strategies to facilitate higher vehicle occupancy, reduce peak-hour trips and the use of motor vehicles, improve bicycle facilities, and encourage ridesharing and transit use. The TSM/TDM Alternative focuses on reducing traffic congestion by increasing the use of mass transit and other alternatives to the private automobile. All the proposed improvements are based on future growth projections provided by SCAG. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.8.	Consistent. The BRT Alternative includes the BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connecting bus services. The BRT Alternative includes the TSM/TDM Alternative strategies and improvements to increase the efficiency and capacity of existing and planned transit. All the proposed improvements are based on future growth projections provided by SCAG. Therefore, the BRT Alternative would be consistent with Policy 1.8.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would support alternative transportation modes available to residents, employees, and visitors to new developments in the City of Pasadena. The improvements in the LRT Alternative are based on future growth projections provided by SCAG. Therefore, the LRT Alternative would be consistent with Policy 1.8.	Consistent. The Freeway Tunnel Alternative would implement transportation improvements through either a single-bore or dual-bore tunnel. The Freeway Tunnel Alternative would also consist of TSM/TDM Alternative strategies to increase the efficiency and capacity of existing and planned transit. All proposed improvements are based on future growth projections provided by SCAG. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.8.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. All proposed improvements are based on future growth projections provided by SCAG. Therefore, the No Build Alternative would be consistent with Policy 1.8.
Policy 1.10: Promote user safety in design and development of new transportation projects and services.				
Consistent. The TSM/TDM Alternative would promote user safety in the design and development of new transportation projects and services. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.10.	Consistent. The BRT Alternative would promote user safety in the design and development of the new transportation facilities and systems included in the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 1.10.	Consistent. The LRT Alternative would promote user safety in the design and development of the improvements included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 1.10.	Consistent. Both the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would include the following tunnel support systems: emergency evacuation for pedestrians and vehicles; air scrubbers; a ventilation system consisting of exhaust fans at each portal, an exhaust duct along the entire length of the tunnel, and jet fans in the traffic area of the tunnel; fire detection and suppression systems; communications and surveillance systems; and 24-hour monitoring. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.10.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Policy 1.10.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Policy 1.18: Support the sustaining of recent improvements in air quality and achieve further significant progress in such improvements to meet State and Federal mandates.				
Consistent. The TSM/TDM Alternative would reduce air pollution by increasing the availability and efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.18.	Consistent. The BRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, adding more buses, and including bus stop enhancements. The BRT Alternative would reduce air pollution by increasing the efficiency of bus services. The BRT Alternative includes the active traffic management and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 1.18.	Consistent. The LRT Alternative includes a new light rail line that would be powered by electricity, similar to the existing Metro light rail lines. The LRT Alternative would contribute to improved air quality by increasing the availability and efficiency of multiple modes of transportation. Therefore, the LRT Alternative would be consistent with Policy 1.18.	Consistent. The Freeway Tunnel Alternative also consists of TSM/TDM Alternative strategies to increase efficiency and capacity for all modes of transportation with lower capital cost investments and/or lower potential impacts, including regional air quality. In addition, the increased traffic throughput raises the efficiency of the freeway system, resulting in an air quality benefit. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.18.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 1.18.
Policy 1.21: Pursue funding opportunities to implement programs and projects that contribute to the City’s overall transportation vision of achieving a livable community where people can circulate without cars.				
Consistent. The TSM/TDM Alternative was developed based on input from the TAC. If selected, the TSM/TDM Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the transportation improvements included in the TSM/TDM Alternative. The TSM/TDM Alternative would not interfere with the City pursuit of funding opportunities for other automobile reduction strategies. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.21.	Consistent. The BRT Alternative was developed based on input from the TAC. If selected, the BRT Alternative would need to be added to the FTIP. State and local funding sources are anticipated to be used to finance the transportation improvements in the BRT Alternative and the TSM/TDM Alternative improvements included in the BRT Alternative. The BRT Alternative would not interfere with the City of Pasadena’s pursuit of funding opportunities for other automobile reduction strategies. Therefore, the BRT Alternative would be consistent with Policy 1.21.	Consistent. The LRT Alternative was developed based on input from the TAC. If selected, the LRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the LRT Alternative. The LRT Alternative would not interfere with the City of Pasadena’s pursuit of funding opportunities for other automobile reduction strategies. Therefore, the LRT Alternative would be consistent with Policy 1.21.	Consistent. The Freeway Tunnel Alternative was developed based on input from the Project’s TAC. If selected, the Freeway Tunnel Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the Freeway Tunnel Alternative. The Freeway Tunnel Alternative would not interfere with the City of Pasadena’s pursuit of funding opportunities for other automobile reduction strategies. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.21.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. The City can pursue federal funding for these projects, some of which are aimed at reduction of trips by automobile. Therefore, the No Build Alternative would be consistent with Policy 1.21.
Objective 3.2.2: Encourage Non-Auto Travel				
Policy 2.4: Encourage the construction of safe, clean, and attractive transit stops by including consideration of such improvements along with bicycle facilities and pedestrian amenities in the City’s project review process.				
Consistent. The TSM/TDM Alternative includes strategies to encourage transit use through expanded bus service and improved bicycle parking facilities at existing Metro Gold Line Stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.4	Consistent. The BRT Alternative includes TSM/TDM strategies to encourage transit use through expanded bus services and improved bicycle parking facilities at existing Metro Gold Line Stations. Therefore, the BRT Alternative would be consistent with Policy 2.4.	Consistent. The LRT Alternative includes a new light rail line and improved/expanded bus services to increase accessibility to public transportation services throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.4.	Consistent. The Freeway Tunnel Alternative includes improved/expanded bus services and improved bicycle parking facilities at existing Metro Gold Line Stations to increase accessibility to public transportation services throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that encourage transit use. Therefore, the No Build Alternative would be consistent with Policy 2.4.
Policy 2.8: Develop and maintain a comprehensive and integrated system of bikeways and increase bicycle racks at major destinations to promote bicycle riding for commuting and recreation.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations, to promote bicycle riding for commuting and recreation. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.8.	Consistent. The BRT Alternative includes TSM/TDM strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations, to promote bicycle riding for commuting and recreation. Therefore, the BRT Alternative would be consistent with Policy 2.8.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to improve existing bicycle facilities that include the provision of on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations and at the new stations on the new light rail line, to promote bicycle riding for commuting and recreation. Therefore, the LRT Alternative would be consistent with Policy 2.8.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations, to promote bicycle riding for commuting and recreation. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.8.	Consistent. The No Build Alternative includes projects/planned improvements, including bicycle facilities, through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote bicycle riding for commuting and recreation. Therefore, the No Build Alternative would be consistent with Policy 2.8.
Objective 3.2.4: Manage Multimodal Corridors.				
Policy 4.13: Coordinate auto and bicycle parking management policies with other transportation and project review efforts such as transit enhancements and transportation demand management programs.				
Consistent. The TSM/TDM Alternative includes on-street Class III bicycle facilities and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.13.	Consistent. The BRT Alternative includes TSM/TDM strategies, including the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative is consistent with Policy 4.13.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including the expansion of bicycle parking facilities at existing Metro Gold Line stations and at the new stations along the new light rail line. Therefore, the LRT Alternative is consistent with Policy 4.13.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements including the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.13.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the improvement of bicycle facilities, including bicycle parking. Therefore, the No Build Alternative would be consistent with Policy 4.13.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
General Plan Land Use Element				
Objective 18: IMPROVED ENVIRONMENT: Improve the quality of the environment for Pasadena and the region.				
Policy 18.1: Air Quality: Improve the air quality in Pasadena and in the region.				
Consistent. The TSM/TDM Alternative consists of strategies to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts, including regional air quality. Therefore, the TSM/TDM Alternative would be consistent with Policy 18.1.	Consistent. The BRT Alternative will improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and by adding more buses and including bus stop enhancements along TSM routes. These improvements would contribute to better air quality in the City of Pasadena and the region. Therefore, the BRT Alternative is consistent with Policy 18.1.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, including improvements to local streets, intersections, and bicycle facilities. The LRT Alternative would contribute to improved air quality; therefore, the LRT Alternative is consistent with Policy 18.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include improvements to local streets, intersections, and bicycle facilities. The Freeway Tunnel Alternative would contribute to improved air quality and therefore would be consistent with Policy 18.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote improvements to regional air quality. Therefore, the No Build Alternative would be consistent with Policy 18.1.
Objective 20: LAND USE/TRANSPORTATION RELATIONSHIP: Promote the relationship of land use and transportation.				
Policy 20.1: Transit Accessibility: Increase accessibility to all public transportation services.				
Consistent. The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.1.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to all public transportation services. The BRT Alternative includes the ATM and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative is consistent with Policy 20.1.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would increase accessibility to regional public transportation services. Therefore, the LRT Alternative is consistent with Policy 20.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which would increase accessibility to regional public transportation services. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, and Metro 2009 LRTP, that promote accessibility to all public transportation services. Therefore, the No Build Alternative would be consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.				
Consistent. The TSM/TDM Alternative consists of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent to Policy 20.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the BRT Alternative is consistent to Policy 20.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the BRT Alternative is consistent to Policy 20.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that would increase accessibility to regional public transportation services, which could reduce traffic impacts in residential areas. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.2	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote minimizing traffic impacts. Therefore, the No Build Alternative would be consistent with Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.				
Consistent. The TSM/TDM Alternative includes strategies to improve bicycle facilities including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.3.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative is consistent with Policy 20.3.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative is consistent with Policy 20.3.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote non-motorized modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.4.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Policy 20.4.	Consistent. The LRT Alternative includes a new light rail line and increased/expanded bus services that would provide increased opportunities for ridesharing and transit use. Therefore, the LRT Alternative would be consistent with Policy 20.4.	Consistent. The Freeway Tunnel Alternative includes increased/expanded bus service that would provide increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 20.4.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Objective 21: CIRCULATION: Make Pasadena a city where there are effective and convenient alternatives to using cars.				
Policy 21.4: Availability: Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.				
Consistent. The TSM/TDM Alternative includes strategies to expand travelers’ transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, and provide increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 21.4.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Policy 21.4.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and increase transportation options. Therefore, the LRT Alternative would be consistent with Policy 21.4.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and increase transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 21.4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.				
Consistent. The TSM/TDM Alternative includes strategies to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 21.10.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative is consistent with Policy 21.10.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative is consistent with Policy 21.10.	Consistent. XXX strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 21.10.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote non-motorized modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 21.10.
Objective 23: MOBILITY ELEMENT: The Mobility Element shall support the development of transit-oriented and pedestrian oriented developments.				
Policy 23.3: Bicycle Parking: Provide bicycle-parking facilities throughout commercial areas, at transit stops and in developments which include offices.				
Consistent. The TSM/TDM Alternative includes strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 23.3.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 23.3.	Consistent. The LRT Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. It would also provide bicycle facilities at the new stations along the new light rail line. Therefore, the LRT Alternative would be consistent with Policy 23.3.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 23.3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote bicycle facility improvements. Therefore, the No Build Alternative would be consistent with Policy 23.3.
General Plan Noise Element				
Objective 2: The City will work to reduce the effects of traffic-generated noise from major roadways on residential and other sensitive land uses.				
Policy 2c: The City will encourage the use of alternative transportation modes as stipulated in the Mobility Element (walking, bicycling, transit use, electric vehicles) to minimize traffic noise in the City.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options, in part to minimize traffic noise. Therefore, the TSM/TDM Alternative would be consistent with Policy 2c.	Consistent. The BRT Alternative would reduce noise pollution by improving the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and by adding more buses and including bus stop enhancements along TSM routes. Therefore, the BRT Alternative would be consistent with Policy 2c.	Consistent. The LRT Alternative would reduce noise pollution by increasing the availability of alternative transportation modes in the study area. Therefore, the LRT Alternative would be consistent with Policy 2c.	Consistent. The Freeway Tunnel Alternative would reduce noise pollution by increasing the availability of alternative transportation modes in the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2c.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative transportation modes and would thereby reduce traffic noise. Therefore, the No Build Alternative would be consistent with Policy 2c.
Policy 2d: The City will work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.				
Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro and includes expanding travelers’ transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options in part to minimize traffic noise. Therefore, the TSM/TDM Alternative would be consistent with Policy 2d.	Consistent. The BRT Alternative was developed by Caltrans and Metro and includes strategies to improve the availability of public transportation alternatives and reduce traffic by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 2d.	Consistent. The LRT Alternative was developed by Metro and includes strategies to improve the availability of public transportation alternatives, including a new light rail line in the study area. Therefore, the LRT Alternative would be consistent with Policy 2d.	Consistent. The Freeway Tunnel Alternative includes increased/expanded bus service, which would maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the Freeway Alternative would be consistent with Policy 2d.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation and would thereby reduce traffic noise. Therefore, the No Build Alternative would be consistent with Policy 2d.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
<i>South Fair Oaks Specific Plan (City of Pasadena)</i>				
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.				
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.				
Consistent. The TSM/TDM Alternative would add a new on-ramp to SR 110 from State Street, which would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on two bus routes that serve the Specific Plan area (Metro Routes 256 and 762). Therefore, the TSM/TDM Alternative would be consistent with Policy 1b.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including a new on-ramp to SR 110 from State Street, which would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area. The BRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on Metro Route 256 and provide a new bus rapid transit service on Fair Oaks Avenue in the South Fair Oaks Specific Plan area. Therefore, the BRT Alternative would be consistent with Policy 1b	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including a new on-ramp to SR 110 from State Street that would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area, improved bicycle facilities, increased/expanded bus service, and a new light rail line in the South Fair Oaks Specific Plan area that includes a new station adjacent to the existing Fillmore Gold Line Station. Therefore, the LRT Alternative would be consistent with Policy 1b.	Consistent. The Freeway Tunnel Alternative would improve circulation throughout the study area, including the South Fair Oaks Specific Plan area, by providing either a single-bore or dual-bore tunnel. The Freeway Tunnel Alternative would also include the roadway improvements included in the TSM/TDM Alternative that provide a new on-ramp to SR 110 from State Street (which would provide more direct freeway access to the southern portion of the South Fair Oaks Specific Plan area), improved bicycle facilities, and increased/expanded bus service. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1b.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional mitigation of traffic-related impacts. Therefore, the No Build Alternative would be consistent with Policy 1b.
<i>East Colorado Boulevard Specific Plan (City of Pasadena)</i>				
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, “To improve the appearance, function, and urban ambience of East Colorado Boulevard,” the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.				
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard.				
Consistent. The TSM/TDM Alternative would expand bus service (Metro Route 181 and Foothill Transit Route 187) on Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the TSM/TDM Alternative would be consistent with Policy 1b.	Consistent. The BRT Alternative would provide bus service improvements within the East Colorado Boulevard Specific Plan area by expanding bus service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard, providing a new bus rapid transit stop at Colorado Boulevard and Hill Avenue, and new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station that would travel along Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the BRT Alternative would be consistent with Policy 1b.	Consistent. The LRT Alternative includes bus service improvements in the East Colorado Boulevard Specific Plan area by increasing service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard, and adding new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Bus Station that would travel along Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the LRT Alternative would be consistent with Policy 1b.	Consistent. The Freeway Tunnel Alternative includes bus service improvements in the East Colorado Boulevard Specific Plan area by increasing service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1b.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote public transit. Therefore, the No Build Alternative would be consistent with Policy 1b.
<i>Central District Specific Plan (City of Pasadena)</i>				
Objective 1: Pasadena will be a city where people can circulate without cars.				
Objective 22: Reduce auto dependency. Downtown will provide an integrated and balanced transportation system that will accommodate access by foot, bicycle, transit, and car.				
Consistent. The TSM/TDM Alternative includes strategies to expand travelers’ transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the TSM/TDM Alternative would be consistent with Objective 22.	Consistent. The BRT Alternative would provide new bus rapid transit service on Fair Oaks Avenue, Del Mar Boulevard, Lake Avenue, and Colorado Boulevard, and would include frequent bus service, new bus feeder services, and enhanced connecting bus services in the Central District Specific Plan area to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Objective 22.	Consistent. The LRT Alternative includes a new light rail line, more frequent bus service, new bus feeder services, and enhanced connecting bus services in the Central District Specific Plan area, which would increase accessibility to public transportation services in that area. The LRT Alternative also includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the LRT Alternative would be consistent with Objective 22.	Consistent. The Freeway Tunnel Alternative includes more frequent bus service and enhanced connecting bus services in the Central District Specific Plan area, which would increase accessibility to public transportation services in that area. The Freeway Tunnel Alternative also includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, improve bicycle facilities, encourage transit use, and improve transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 22.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Objective 22.
Objective 25: Promote transit use. Transit will be an available option for movement within and through Downtown, emphasizing improved transit connections between the activity centers of Downtown. Regional transit will be supported by transit-oriented development near light rail stations.				
Consistent. The TSM/TDM Alternative includes strategies to reduce traffic congestion by encouraging transit use and would expand bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the TSM/TDM Alternative would be	Consistent. The BRT Alternative includes strategies to improve the availability of viable regional transportation alternatives by implementing a new BRT service for longer distance commuters and new local bus service at the Fillmore Gold Line Station in Downtown Pasadena, and expanding bus service on four bus routes that serve	Consistent. The LRT Alternative includes a new light rail line and new local bus service at the Fillmore Gold Line Station in Downtown Pasadena, and expanded bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the LRT	Consistent. The Freeway Tunnel Alternative includes expanding bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the Freeway Tunnel Alternative would be consistent with Objective 25.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Objective 25.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
consistent with Objective 25.	the Central District Specific Plan area (Metro Routes 181, 256, and 267, and Foothill Transit Route 187). Therefore, the BRT Alternative would be consistent with Objective 25.	Alternative would be consistent with Objective 25.		
West Gateway Specific Plan (City of Pasadena)				
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.				
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.				
Consistent. The TSM/TDM Alternative would provide improvements to St. John Avenue in the West Gateway Specific Plan area that would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the TSM/TDM Alternative would be consistent with Guiding Principle 10.	Consistent. The BRT Alternative includes the improvements in the TSM/TDM Alternative, including improvements to St. John Avenue in the West Gateway Specific Plan area. These improvements would improve traffic flow in the area and improve access to adjacent neighborhoods and businesses. Therefore, the BRT Alternative would be consistent with Guiding Principle 10.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including improvements to St. John Avenue in the West Gateway Specific Plan area, which would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the LRT Alternative would be consistent with Guiding Principle 10.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, including improvements to St. John Avenue in the West Gateway Specific Plan area, which would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the Freeway Tunnel Alternative would be consistent with Guiding Principle 10.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use in order to mitigate regional traffic congestion. Therefore, the No Build Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator buses, and all other means of public transportation, including bicycles and pedestrians.				
Consistent. The TSM/TDM Alternative includes strategies to expand travelers’ transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on four bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, 267, and 762). Therefore, the TSM/TDM Alternative would be consistent with Guiding Principle 11.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to expand the travelers’ transportation options in terms of travel mode, time, route, and costs. The BRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). The BRT Alternative would also provide new bus rapid transit stops at Del Mar Boulevard and Fair Oaks Avenue, and new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station. Therefore, the BRT Alternative would be consistent with Guiding Principle 11.	Consistent. The LRT Alternative includes the TSM/TDM Alternative strategies to expand travelers’ transportation options in terms of travel mode, time, route, and costs. The LRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). The LRT Alternative includes a new light rail line and a new station at California Boulevard and Raymond Avenue, as well as new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station, which would increase expand transit service in the vicinity of the West Gateway Specific Plan area. Therefore, the LRT Alternative would be consistent with Guiding Principle 11.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to expand travelers’ transportation options in terms of travel method, time, route, and costs. The Freeway Tunnel Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). Therefore, the Freeway Tunnel Alternative would be consistent with Guiding Principle 11.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit opportunities. Therefore, the No Build Alternative would be consistent with Guiding Principle 11.
ROSEMEAD LAND USE PLAN CONSISTENCY ANALYSIS				
General Plan Circulation Element				
Goal 2: Development of infrastructure and service to support alternatives modes of travel.				
Policy 2.7: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.				
Consistent. The TSM/TDM Alternative would support the development of additional regional mass transportation facilities and services through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.7.	Consistent. The BRT Alternative improvements include the TSM/TDM Alternative improvements that would support the development of additional regional mass transportation facilities and services through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the BRT Alternative would be consistent with Policy 2.7.	Consistent. The LRT Alternative improvements include the TSM/TDM Alternative improvements that would support the development of additional regional mass transportation facilities and services through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the LRT Alternative would be consistent with Policy 2.7.	Consistent. The Freeway Tunnel Alternative improvements include the TSM/TDM Alternative improvements that would support the development of additional regional mass transportation facilities and services through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.7.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional public transportation. Therefore, the No Build Alternative would be consistent with Policy 2.7.
Policy 2.8: Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways and include amenities such as secure bicycle parking.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Therefore, the TSM/TDM Alternative would be consistent with Policy 2.8.	parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 2.8.	parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative would be consistent with Policy 2.8.	bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.8.	with Policy 2.8.
General Plan Resource Management Element				
Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.				
Policy 4.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.				
Consistent. The TSM/TDM Alternative would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the BRT Alternative would be consistent with Policy 4.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the LRT Alternative would be consistent with Policy 4.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 4.1.
Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.				
Consistent. The TSM/TDM Alternative would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the BRT Alternative would be consistent with Policy 4.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the LRT Alternative would be consistent with Policy 4.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 4.2.
Policy 4.3: Support alternative transportation modes and technologies, and develop bike- and pedestrian-friendly neighborhoods and districts to reduce emissions associated with automobile use.				
Consistent. The TSM/TDM Alternative would focus on reducing the use of motor vehicles by promoting alternative travel modes through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.3.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements that would focus on reducing the use of motor vehicles by promoting alternative travel modes through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the BRT Alternative would be consistent with Policy 4.3.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements that would focus on reducing the use of motor vehicles by promoting alternative travel modes through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the LRT Alternative would be consistent with Policy 4.3.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that would focus on reducing the use of motor vehicles by promoting alternative travel modes through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 4.3.
General Plan Noise Element				
Goal 2: Reduced noise impacts from transportation sources.				
Policy 2.1: Require consideration of noise impacts and mitigation in the design of new roadway projects and improvements to major or secondary arterials.				
Consistent. The TSM/TDM Alternative includes strategies to reduce adverse noise impacts of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce adverse noise impacts of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the BRT Alternative would be consistent with Policy 2.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce adverse noise impacts of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the LRT Alternative would be consistent with Policy 2.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce adverse noise impacts of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote solutions to reduce traffic congestion and impacts related to noise. Therefore, the No Build Alternative would be consistent with Policy 2.1.
General Plan Parks, Open Space, Greenbelt, and Public Art Element				
Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.				
Policy 1.2: Develop pedestrian/bicycle trail systems in the City.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative would be	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 1.2.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
	consistent with Policy 1.2.	consistent with Policy 1.2.	Alternative would be consistent with Policy 1.2.	
SAN GABRIEL LAND USE PLAN CONSISTENCY ANALYSIS				
<i>General Plan Mobility Chapter</i>				
Goal 3.1: We will provide a safe, efficient and environmentally sensitive transportation system for the movement of people and goods.				
Target 3.1.1: Improve all arterial streets to standards depicted in the design classification and functional classifications. See Table 3-1 (Street Classifications) and Figure 3.1 (Existing Street Classification).				
Consistent. The improvements in the TSM/TDM Alternative would be designed consistent with applicable local design standards and requirements. Therefore, the TSM/TDM Alternative would be consistent with Target 3.1.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which would be designed consistent with applicable local design standards and requirements. Therefore, the BRT Alternative would be consistent with Target 3.1.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which would be designed consistent with applicable local design standards and requirements. Therefore, the LRT Alternative would be consistent with Target 3.1.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which would be designed consistent with applicable local design standards and requirements. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.1.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional alternative modes of transportation. The No Build Alternative would enhance local roadways and public transit; therefore, the No Build Alternative would be consistent with Target 3.1.1.
Target 3.1.2: Attain level of service “D” as the performance threshold at designated intersections (labeled “principle intersections”) throughout the City. See Figure 3.2 (Existing Intersection Capacity Utilization).				
Consistent. The TSM/TDM Alternative would not substantially change traffic patterns or generate new traffic demand; therefore, the TSM/TDM Alternative would be consistent with Target 3.1.2	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which would not substantially change traffic patterns or generate new traffic demand; therefore, the BRT Alternative would be consistent with Target 3.1.2	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which would not substantially change traffic patterns or generate new traffic demand; therefore, the LRT Alternative would be consistent with Target 3.1.2	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which would not substantially change traffic patterns or generate new traffic demand; therefore, the Freeway Tunnel Alternative would be consistent with Target 3.1.2	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that are designed to improve the efficiency of local roads and public transit and to provide enhanced mobility for all users. Therefore, the No Build Alternative would be consistent with Target 3.1.2.
Target 3.1.3: Improve the City’s interregional transportation capabilities (including arterials, freeway network, transit facilities, etc.).				
Consistent. The TSM/TDM Alternative would improve the City’s interregional transportation capabilities based on improved bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Target 3.1.3.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which would improve the City’s interregional transportation capabilities based on improved bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the BRT Alternative would be consistent with Target 3.1.3.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which would improve the City’s interregional transportation capabilities based on improved bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the LRT Alternative would be consistent with Target 3.1.3.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which would improve the City’s interregional transportation capabilities based on improved bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.1.3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to the regional transportation system, including arterials, freeways, and transit facilities. Therefore, the No Build Alternative would be consistent with Target 3.1.3.
Target 3.3.1: Promote expansion of regional and local transit service within two years. (Figure 3.6 Existing Bus Routes)				
Consistent. The TSM/TDM Alternative includes strategies to increase the availability of public and private transit and encourage transit use through improving bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Target 3.3.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to increase the availability of public and private transit and encourage transit use through improving bus services, stations, and connections. Therefore, the BRT Alternative would be consistent with Target 3.3.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to increase the availability of public and private transit and encourage transit use through improving bus services, stations, and connections. Therefore, the LRT Alternative would be consistent with Target 3.3.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to increase the availability of public and private transit and encourage transit use through improving bus services, stations, and connections. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.3.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, and Metro 2009 LRTP, that include improvements to regional and local transit service. Therefore, the No Build Alternative would be consistent with Target 3.3.1.
Target 3.3.3: Expand local bus service into and out of the Valley Blvd commercial/retail corridor within two years.				
Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area including along Valley Boulevard. Therefore, the TSM/TDM Alternative would be consistent with Target 3.3.3, although the increased service may not be provided within the time period set in this target.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to expand and improve bus service throughout the study area including along Valley Boulevard. Therefore, the BRT Alternative would be consistent with Target 3.3.3, although the increased service may not be provided within the time period set in this target.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to expand and improve bus service throughout the study area including along Valley Boulevard. Therefore, the LRT Alternative would be consistent with Target 3.3.3, although the increased service may not be provided within the time period set in this target.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to expand and improve bus service throughout the study area including along Valley Boulevard. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.3.3, although the increased service may not be provided within the time period set in this target.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to regional and local transit service. Therefore, the No Build Alternative would be consistent with Target 3.3.3, but it is unclear as to whether the 2-year goal will be met.
Goal 3.5: Promote the use of bicycles for transportation.				
Target 3.5.1: Expand the citywide bikeway system. See figure 3-6.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit	Consistent. . The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation, including

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Target 3.5.1.	facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Target 3.5.1.	facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative would be consistent with Target 3.5.1.	transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.5.1.	bicycling and walking. Therefore, the No Build Alternative would be consistent with Target 3.5.1.
Target 3.5.2: Promote the development of a regional bikeway system cooperation with State, County, and neighboring communities.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Target 3.5.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Target 3.5.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative would be consistent with Target 3.5.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Target 3.5.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation, including bicycling and walking. Therefore, the No Build Alternative would be consistent with Target 3.5.2.
General Plan Environmental Resources Chapter				
Goal 8.6: Improve air quality within the City of San Gabriel.				
Target 8.6.2: Encourage the use of mass transit, carpooling, bicycling, and other alternative transportation options.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve alternative transportation options. Therefore, the TSM/TDM Alternative would be consistent with Target 8.6.2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve alternative transportation options. Therefore, the BRT Alternative would be consistent with Target 8.6.2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve alternative transportation options. Therefore, the LRT Alternative would be consistent with Target 8.6.2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve alternative transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Target 8.6.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Target 8.6.2.
General Plan Community Design Chapter				
Goal 10.15: Establish engineering standards that reinforce good streetscape and good urban design.				
Target 10.15.1: Use transportation systems management tools, rather than new construction and widening, to meet transportation demands where possible.				
Consistent. The TSM/TDM Alternative includes TSM strategies; therefore, the TSM/TDM Alternative would be consistent with Target 10.15.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include TSM strategies; therefore, the BRT Alternative would be consistent with Target 10.15.1.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include TSM strategies; therefore, the LRT Alternative would be consistent with Target 10.15.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include TSM strategies; therefore, the Freeway Tunnel Alternative would be consistent with Target 10.15.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. The City may apply TSM tools to future projects at its own discretion. Therefore, the No Build Alternative would be consistent with Target 10.15.1.
SAN MARINO LAND USE PLAN CONSISTENCY ANALYSIS				
General Plan Circulation Element				
Goal 4: Provide a system of transportation thoroughfares which satisfies the travel demands of land uses in San Marino for the movement of people and goods in a balanced way, protecting the environment of the City.				
Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all transportation modes. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent with Goal 4.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all transportation modes. The TSM/TDM Alternative improvements are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the BRT Alternative would be consistent with Goal 4.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all transportation modes. The TSM/TDM Alternative improvements are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the LRT Alternative would be consistent with Goal 4.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all transportation modes. The TSM/TDM Alternative improvements are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 4.
Goal 6: Reduce the speed and volume of traffic on all major and secondary streets.				
Consistent. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. TSM/TDM strategies include focusing on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. Speeds on streets in San Marino will be set by the City.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. TSM/TDM strategies include focusing on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. Speeds	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. TSM/TDM strategies include focusing on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. Speeds	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which are designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. TSM/TDM strategies include focusing on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. Speeds	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. Traffic speed limits are determined by the City. Therefore, the No Build Alternative would be consistent with Goal 6.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Therefore, the TSM/TDM Alternative would be consistent with Goal 6.	on streets in San Marino will be set by the City. Therefore, the BRT Alternative would be consistent with Goal 6.	on streets in San Marino will be set by the City. Therefore, the LRT Alternative would be consistent with Goal 6.	on streets in San Marino will be set by the City. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 6.	
Goal 9: Support regional policies which will reduce the reliance upon the single-occupant automobile and eliminate unnecessary automobile trips, as well as reduce the need for parking.				
Consistent. The TSM/TDM Alternative strategies include facilitating higher vehicle occupancy and reducing traffic congestion by expanding travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the TSM/TDM Alternative would be consistent with Goal 9.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include facilitating higher vehicle occupancy and reducing traffic congestion by expanding travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the BRT Alternative would be consistent with Goal 9.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include facilitating higher vehicle occupancy and reducing traffic congestion by expanding travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the LRT Alternative would be consistent with Goal 9.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include facilitating higher vehicle occupancy and reducing traffic congestion by expanding travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 9.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 9.
Goal 10: Support regional efforts to implement a comprehensive public transit program offering a range of alternatives to the automobile.				
Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 10.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the BRT Alternative would be consistent with Goal 10.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the LRT Alternative would be consistent with Goal 10.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 10.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 10.
Goal 12: Encourage the use of non-motorized transportation through the development of a system of pedestrian facilities (sidewalks) and bicycle routes with emphasis on safety and accessibility.				
Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including local street and intersection improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 12.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including local street and intersection improvements, and bicycle facility improvements. Therefore, the BRT Alternative would be consistent with Goal 12.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including local street and intersection improvements, and bicycle facility improvements. Therefore, the LRT Alternative would be consistent with Goal 12.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including local street and intersection improvements, and bicycle facility improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 12.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. These improvements include alternative transportation modes. Therefore, the No Build Alternative would be consistent with Goal 12.
Goal 14: Accommodate the needs of San Marino residents and businesses for the movement of goods between their homes and businesses and the regional transportation network in a manner that protects the residential quality of neighborhoods.				
Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent with Goal 14.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the BRT Alternative would be consistent with Goal 14.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the LRT Alternative would be consistent with Goal 14.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which include strategies and improvements to increase efficiency and capacity for all modes in the transportation system. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 14.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 14.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS				
General Plan Circulation and Accessibility Element				
No 710 Extension Policy: The City has consistently and unanimously opposed a second freeway for over 45 years and this position is reinforced by Proposition G-G, passed decisively by the voters of South Pasadena in November, 1986, and Resolution 6473 passed May 21, 1997.				
Consistent. The TSM/TDM Alternative would reduce traffic congestion without extending SR 710. Therefore, the TSM/TDM Alternative would be consistent with the No 710 Extension Policy.	Consistent. The BRT Alternative would reduce traffic congestion without extending SR 710. Therefore, the BRT Alternative would be consistent with the No 710 Extension Policy.	Consistent. The LRT Alternative would reduce traffic congestion without extending SR 710. Therefore, the LRT Alternative would be consistent with the No 710 Extension Policy.	Inconsistent. The Freeway Tunnel Alternative would extend I-710/SR-710 and therefore would be inconsistent with this policy.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote solutions to reduce traffic congestion without extending SR-710. Therefore, the No Build Alternative would be consistent with this general policy.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Goal 1: Provide convenient, efficient and safe mobility within the city.				
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.				
Consistent. The TSM/TDM Alternative includes strategies to facilitate higher vehicle occupancy, reduce peak-hour trips, reduce the use of motor vehicles, improve bicycle facilities, and encourage ridesharing and transit use. The TSM/TDM Alternative focuses on reducing the effects of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.1.	Consistent. The BRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses and including bus stop enhancements throughout the study area. The BRT Alternative includes strategies from the TSM/TDM Alternative, including the ATM and local street and intersection improvements. Therefore, the BRT Alternative would be consistent with Policy 1.1.	Consistent. The LRT Alternative includes a new light rail line with several stations in the City of South Pasadena. The LRT Alternative also includes TSM/TDM Alternative strategies, which include active transportation and local street and intersection improvements. Therefore, the LRT Alternative would be consistent with Policy 1.1.	Consistent. The design options for the Freeway Tunnel Alternative would improve circulation in the study area. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote solutions to reduce traffic congestion. Therefore, the No Build Alternative would be consistent with Policy 1.1.
Goal 2: Encourage a full range of circulation strategies for overall reduction in vehicle trips.				
Policy 2.2: Develop and promote increased use of alternative modes of transportation, including but not limited to: walking, bicycling, ridesharing, transit, telecommuting, paratransit, and shuttles.				
Consistent. The TSM/TDM Alternative focuses on reducing the use of motor vehicles by promoting alternative modes of transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.2.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between East Los Angeles and Pasadena. The BRT Alternative includes the active transportation improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 2.2.	Consistent. The LRT Alternative includes a new light rail line, including stations along that line at Huntington Drive and Mission Street in South Pasadena. Therefore, the LRT Alternative would be consistent with Policy 2.2.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.				
Consistent. The TSM/TDM Alternative supports the development of additional regional public (mass) transportation facilities and services through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.4.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes the regional public transportation improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 2.4.	Consistent. The LRT Alternative includes a new light rail line, including stations along that line at Huntington Drive and Mission Street in South Pasadena. Therefore, the LRT Alternative would be consistent with Policy 2.4.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of regional public transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional public transportation. Therefore, the No Build Alternative would be consistent with Policy 2.4.
Goal 3: Encourage regional coordination of transportation improvement.				
Policy 3.1: Coordinate with applicable regional, state and federal agencies in the development of transportation improvements.				
Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to expand and improve travelers’ transportation options in terms of travel mode, time, route, and costs. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.1.	Consistent. The BRT Alternative was developed by Caltrans and Metro to improve the availability of public transportation services and reduce traffic by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 3.1.	Consistent. The LRT Alternative was developed by Metro to improve the availability of public transportation and reduce traffic in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.1.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that were developed by Caltrans and Metro. Therefore, the Freeway Alternative would be consistent with Policy 3.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote agency coordination in the development of transportation improvements. Therefore, the No Build Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options in terms of travel mode, time, route, and costs. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.3.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes TSM/TDM strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options to develop additional circulation routes throughout the study area. Therefore, the BRT Alternative would be consistent with Policy 3.3.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for reducing the use of motor vehicles, providing increased opportunities for ridesharing and transit use, and improving transportation options in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.3.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 3.3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, which promote regional transportation. Therefore, the No Build Alternative would be consistent with Policy 3.3.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Land Use and Community Design Element				
Goal 3: To emphasize pedestrians over cars in portions of the city.				
Policy 3.5: Promote Mobility. Promote mobility for those who do not drive, particularly seniors, youth and disabled.				
Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.5.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the BRT Alternative would be consistent with Policy 3.5.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for reducing the use of motor vehicles, providing increased opportunities for ridesharing and transit use, and improving transportation options in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.5.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 3.5.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 3.5.
General Plan Noise Element				
Goal 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and light-rail).				
Policy 6.1: Increase availability of public transit. Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.				
Consistent. The TSM/TDM Alternative includes strategies to increase the availability of public and private transit and provides increased opportunities for transit use through improving bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.1.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to increase the availability of public and private transit and provide increased opportunities for transit use through improving services, stations, and connections. Therefore, the BRT Alternative would be consistent with Policy 6.1.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for increasing the availability of alternative transportation modes and opportunities for transit use through improved services, stations, and connections. Therefore, the LRT Alternative would be consistent with Policy 6.1.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and provide increased opportunities for transit use through improving services, stations, and connections. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the availability of public transit. Therefore, the No Build Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.				
Consistent. The TSM/TDM Alternative focuses on regional means of reducing the number of vehicle trips and miles traveled and increasing vehicle occupancy. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, provides increased opportunities for ridesharing and transit use, and improves transportation options to reduce congestion on local arterials. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.2.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the number of vehicle trips and vehicle miles traveled. Therefore, the BRT Alternative would be consistent with Policy 6.2.	Consistent. The LRT Alternative includes a new light rail line that would provide passenger rail services to key destinations between the unincorporated community of East Los Angeles and the City of Pasadena, including South Pasadena. The LRT Alternative includes regional strategies in the TSM/TDM Alternative to reduce vehicle trips and vehicle miles traveled. Therefore, the LRT Alternative would be consistent with Policy 6.2.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of regional transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional transportation services. Therefore, the No Build Alternative would be consistent with Policy 6.2.
Policy 6.5: Enhance pedestrian and bicycle amenities. Provide additional amenities such as street trees and furniture, supplemental lighting, widened walks, bikeways and narrowed vehicular right-of-ways to encourage non-vehicular usage.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.5.	Consistent. The BRT Alternative includes TSM/TDM strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 6.5.	Consistent. The LRT Alternative includes TSM/TDM strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, the expansion of bicycle parking facilities at existing Metro Gold Line stations, and the provision of bicycle parking facilities at the new light rail stations. Therefore, the LRT Alternative would be consistent with Policy 6.5.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.5.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 6.5.
Policy 6.6: Promote bicycle paths. Street network system improvements shall endeavor to provide bicycle connection paths to transit-oriented development, commercial areas and transit stops.				
Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing	Consistent. . The LRT Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, the expansion of bicycle parking facilities at existing	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Therefore, the TSM/TDM Alternative would be consistent with Policy 6.6.	Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 6.6.	Metro Gold Line stations, and the provision of bicycle parking facilities at the new light rail stations. Therefore, the LRT Alternative would be consistent with Policy 6.6.	facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.6.	with Policy 6.6.
Goal 18: To conserve the air, water and energy resources about us as an exercise of responsible stewardship of the natural setting in which we live.				
Policy 18.1: Improve air quality. Improve the air quality in South Pasadena and the region.				
Consistent. The TSM/TDM Alternative would help improve air quality by increasing the efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 18.1.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses and including bus stop enhancements along TSM routes. The BRT Alternative would help improve the air quality in the study area by increasing the efficiency of bus services. The BRT Alternative includes the ATM and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 18.1.	Consistent. The LRT Alternative includes a new light rail line that would contribute to improved air quality in the study area by increasing the availability of LRT and increased bus services in the study area. The LRT Alternative includes the active transportation and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the LRT Alternative would be consistent with Policy 18.1.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts, including regional air quality. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 18.1	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 18.1.
Mission Street Specific Plan (City of South Pasadena)				
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.				
Consistent. . The TSM/TDM Alternative includes strategies to increase the availability of transit services and provide alternative means to access the Gold Line Station and Mission Street by encouraging transit use through improved bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Intent 1.	Consistent. The BRT Alternative would provide a new BRT service on Fair Oaks Avenue, with bus stops at Fair Oaks Avenue and Mission Street, to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Intent 1.	Consistent. The LRT Alternative includes a new light rail line along Fair Oaks Avenue, with a station at Fair Oaks Avenue and Mission Street that would increase accessibility to public transportation services in that area. The LRT Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and encourage transit use through improving services, stations, and connections. Therefore, the LRT Alternative would be consistent with Intent 1.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and encourage transit use through improving services, stations, and connections. Therefore, the Freeway Tunnel Alternative would be consistent with Intent 1.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the availability of public transit. Therefore, the No Build Alternative would be consistent with Intent 1.
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)				
Goal 2: Maximize mobility and accessibility for all people and goods in the region.				
Consistent. The TSM/TDM Alternative consists of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 2.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the BRT Alternative would be consistent with Goal 2.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the LRT Alternative would be consistent with Goal 2.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 2.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 2.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.				
Consistent. The TSM/TDM Alternative would promote user safety in the design and development of new transportation projects and services. Therefore, the TSM/TDM Alternative would be consistent with Goal 3.	Consistent. The BRT Alternative would promote user safety in the design and development of the new transportation facilities and systems included in the BRT Alternative. Therefore, the BRT Alternative would be consistent with Goal 3.	Consistent. The LRT Alternative would promote user safety in the design and development of the improvements included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Goal 3.	Consistent. Both the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would include the following tunnel support systems: emergency evacuation for pedestrians and vehicles; air scrubbers; a ventilation system consisting of exhaust fans at each portal, an exhaust duct along the entire length of the tunnel, and jet fans in the traffic area of the tunnel; fire detection and suppression systems; communications and surveillance systems; and 24-hour monitoring. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 3.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 3.

TABLE 3.1.3:
Consistency of SR 710 North Study Alternatives with Local and Regional Plans

Consistent?				
TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	No Build Alternative
Goal 4: Preserve and ensure a sustainable regional transportation system				
Consistent. The TSM/TDM Alternative consists of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative would reduce air pollution by increasing the availability and efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 4.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements which would increase efficiency, decrease congestion, and improve air quality. Therefore, the BRT Alternative would be consistent with Goal 4.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements which would increase efficiency, decrease congestion, and improve air quality. Therefore, the LRT Alternative would be consistent with Goal 4.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements which would increase efficiency, decrease congestion, and improve air quality. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 4.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 4..
Goal 5: Maximize the productivity of our transportation system				
Consistent. The TSM/TDM Alternative consists of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 5.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the BRT Alternative would be consistent with Goal 5.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the LRT Alternative would be consistent with Goal 5.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which consist of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 5.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 5.
Goal 6: Protect the environment and health of residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).				
Consistent. The TSM/TDM Alternative would reduce air pollution by increasing the availability and efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 6.	Consistent. The BRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, adding more buses, and including bus stop enhancements. The BRT Alternative would reduce air pollution by increasing the efficiency of bus services. The BRT Alternative includes the active traffic management and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Goal 6.	Consistent. The LRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing a light rail transit system. The LRT Alternative would reduce air pollution by encouraging non-motorized transportation. The LRT Alternative includes the traffic management and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the LRT Alternative would be consistent with Goal 6.	Consistent. The Freeway Tunnel Alternative includes strategies to improve circulation in the study area in order to improve air quality by providing either a single-bore or dual-bore tunnel. The Freeway Tunnel Alternative includes the traffic management and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the Freeway Tunnel Alternative would be consistent with Goal 6.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Goal 6.

Source: *Community Impact Assessment* (2014).
FTIP = Federal Transportation Improvement Program
LOS = level of service
LRTP = Long Range Transportation Plan
N/A = Not applicable
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
SCAG = Southern California Association of Governments
TAC = Technical Advisory Committee

This page intentionally left blank

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
City of Alhambra	
Alhambra Park 500 North Palm Avenue City of Alhambra	This 15 ac park provides picnic tables with covered shelters, playground equipment, barbecues, tennis courts, volleyball courts, an outdoor basketball court, a meeting room, an activity room, a swimming pool, an open grass area, a band shell, and restrooms.
Alhambra Municipal Golf Course 630 South Almansor Street City of Alhambra	The 18-hole golf course includes a three-level lighted driving range, two chipping greens, a large putting green, and a practice bunker. It also includes a restaurant, a golf shop, and a banquet and conference center that has indoor and outdoor areas available for weddings, parties, and corporate events.
Almansor Park 800 South Almansor Street City of Alhambra	This 29.2 ac park includes an open grass area, picnic tables with covered shelters, playground equipment, barbecues, restrooms, ball fields, tennis courts, horseshoe pits, exercise par course, meeting room, activity room, gymnasium, outdoor basketball court, and jogging course.
Burke Heritage Park 1550 West Alhambra Road City of Alhambra	This 1.1 ac park has a xeriscape garden adjacent to the Alhambra Historical Society Museum, which includes a collection of memorabilia, period clothing, furnishings, and books.
Emery Park 2709 Mimosa Street City of Alhambra	This 0.7 ac park provides an open grass area, picnic tables, playground equipment, barbecues, restrooms, and an activity room and kitchen facility.
Gateway Plaza Park Northwest corner of West Valley Boulevard/South Fremont Avenue City of Alhambra	This 0.5 ac park welcomes visitors to the City with a Moorish-style arch that symbolizes Alhambra as the "Gateway to the San Gabriel Valley." The park also includes landscaping and walkways.
Granada Park 2000 West Hellman Avenue City of Alhambra	This 17.3 ac park provides an open grass area, picnic tables with covered shelters, playground equipment, barbecues, restrooms, ball fields, tennis courts, a meeting room, a kitchen facility, and a heated swimming pool.
Moor Field 1008 South 8th Street City of Alhambra	This 20.3 ac field has large and small baseball/softball diamonds, a football/soccer field with bleachers, a running track, and restroom facilities.
YMCA West San Gabriel Valley 401 East Corto Street Privately operated	The facility has a pool and provides aquatic programs for all ages, a basketball program for youth, basketball courts, adult fitness programs, and a youth fitness program that provides kids yoga, mixed martial arts, and jazz/ballet classes.
City of Los Angeles (Eagle Rock Neighborhood)	
Eagle Rock Recreation Center 1100 Eagle Vista Drive City of Los Angeles	This 24.1 ac park provides an auditorium, barbecue pits, lighted and unlighted baseball diamonds, basketball courts (lighted/indoor, unlighted/outdoor), children's play area, football field (unlighted), indoor gym, picnic tables, and tennis courts (unlighted).
Lanark/Shelby Mini Park Lanark Street and Shelby Place City of Los Angeles	This 0.4 ac park provides a children's play area.
Richard Alatorre Park Figueroa and SR 134 City of Los Angeles	This 1.8 ac park provides picnic tables and walkways through a nature area.
Yosemite Recreation Center 1840 Yosemite Drive City of Los Angeles	This 5.1 ac center provides an auditorium, lighted outdoor basketball courts, a children's play area, a community room, lighted handball courts, an indoor gym, an outdoor gym, picnic tables, and lighted tennis courts.

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
Class II Bikeways <ul style="list-style-type: none"> Eagle Rock Boulevard (between Westdale Avenue and York Boulevard) York Boulevard (between Eagle Rock Boulevard and North Avenue 49) City of Los Angeles	Striped on-street bike lanes
Class III Bikeways <ul style="list-style-type: none"> Alumni Avenue (between York Boulevard and Campus Drive) Campus Drive (between Alumni Boulevard and North Avenue 49) Colorado Boulevard (between SR 2 and Patrician Way) Eagle Rock Boulevard (between Colorado Boulevard and Westdale Avenue) City of Los Angeles	Unstriped on-street bike lanes
County of Los Angeles (East Los Angeles Community)	
Atlantic Avenue Park 570 South Atlantic Boulevard Los Angeles County Department of Parks and Recreation	This 3.0 ac park provides a children's play area, men's and women's locker rooms, picnic and barbeque areas, a splash pad, and a swimming pool.
Belvedere Community Regional Park 4914 East Cesar E. Chavez Avenue Los Angeles County Department of Parks and Recreation	This 31.0 ac park provides baseball fields, basketball courts, a children's play area, a community room, a fitness zone, a gymnasium, picnic shelters, a skate park, soccer fields, a splash pad, a swimming pool, and tennis courts.
Boys and Girls Clubs of East Los Angeles 324 North McDonnell Avenue Boys and Girls Club (private, non-profit)	
Los Angeles County Community and Senior Services – Centro Maravilla Service Center 4716 East Cesar E. Chavez Avenue Los Angeles County Department of Parks and Recreation	This multipurpose center provides educational, social, and recreational activities including emergency food distribution, form completion, income tax assistance, a food bank, and flu shot clinic.
Class II Bikeways <ul style="list-style-type: none"> North Herbert Avenue (between Medford Street and Whiteside Street) City Terrace Drive (between North Alma Avenue and Marengo Street) South Gerhart Avenue (between Via San Delarrio Street and Pomona Boulevard) Los Angeles County Department of Parks and Recreation	Striped, on-street bikeways.
City of Los Angeles (El Sereno Neighborhood)	
El Sereno Arroyo Playground 5520 Concord Avenue City of Los Angeles	This 1.0 ac playground provides grassy hills, a playground area with equipment, a fitness zone for adults, walking paths, picnic tables, mosaics, decorative fencing, and a garden.
El Sereno North Park 4410 Garden Homes Avenue City of Los Angeles	This 4.2 ac park provides picnic tables with covered shelters, playground equipment, barbecues, ball fields, tennis courts, a meeting room, a kitchen facility, a heated swimming pool, an open grass area, and restroom facilities.
Class II Bikeways <ul style="list-style-type: none"> Huntington Drive between Esmeralda Street and Maycrest Avenue Via Marisol between Monterey Road and Lomitas Drive City of Los Angeles	Striped, on-street bikeways.

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
City of Los Angeles (Glassell Park Neighborhood)	
Class II Bikeway <ul style="list-style-type: none"> Eagle Rock Boulevard between York Boulevard and Division Street City of Los Angeles	Striped, on-street bikeway.
City of Irwindale (along the LRT and Freeway Tunnel Spoils Disposal Haul Routes)	
Santa Fe Dam Recreation Area 15501 East Arrow Highway Los Angeles County Department of Parks and Recreation	The Santa Fe Dam Recreational Area is an 836 ac facility with a 70 ac lake (Santa Fe Flood Control Basin) with year-round fishing and non-motorized watercraft usage. During the summer, the Recreation Area includes a 5 ac chlorinated swim beach and a children's water play area. The Recreation Area is home to many protected native plants and animals. It also includes bicycle, walking, and equestrian trails, a snack bar, organized youth camping, and a bait and tackle shop.
Class I Bikeway <ul style="list-style-type: none"> San Gabriel River Trail City of Irwindale	Off-street bikeway.
City of Monterey Park	
Barnes Memorial Park and Community Center 350 South McPherrin Avenue City of Monterey Park	This 11.5 ac park features a community center, a basketball gym, a Memorial bowl, a sheltered picnic pavilion, an Olympic-size pool, a lighted softball field, tennis courts, and a children's play area.
Bella Vista Park 400 Pomona Boulevard City of Monterey Park	This 4.0 ac park features a softball field, a children's play area, outdoor basketball courts, picnic facilities, a lighted tennis court, and restrooms.
Cascades Park 700 South Atlantic Boulevard City of Monterey Park	This 2.0 ac park includes cascading waterfalls and passive turf areas.
Highlands Park 400 Casuda Canyon Drive City of Monterey Park	This 8.3 ac park adjacent to Monterey Highlands School features lighted tennis courts, a children's area, an open and shady space, and restrooms.
Monterey Park Golf Course 3600 West Ramona Boulevard Privately operated	The golf course has a 9-hole course with a two-level driving range, a club house with café, and a pro shop.
Pinetree Park 2167 Arriba Drive City of Monterey Park	This 0.5 ac neighborhood park includes a picnic table and a children's play area.
Sequoia Park 750 Ridgecrest Avenue City of Monterey Park	This 6.8 ac park includes a Japanese garden with a view deck, a softball field, a children's area, lighted tennis courts, an outdoor basketball court, restrooms, and picnic facilities.
City of Pasadena	
Allendale Park 1130 South Marengo Avenue City of Pasadena	This 2.9 ac park provides a lighted tennis court, a little league baseball field (with a soccer field overlay), athletic field lighting, playground equipment, bleachers, and restroom facilities.
Annandale Golf Club 1 North San Rafael Avenue Privately operated	This is an 18-hole golf course with a clubhouse.

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
Brenner Park 235 Barthe Drive City of Pasadena	This 1.75 ac park provides a basketball court, picnic shelter, lighted ball field, playground equipment, restroom facilities, lighted tennis court, and an open area.
Brookside Park 360 North Arroyo Avenue City of Pasadena	This 62 ac park provides a fitness trail, five tennis courts, three baseball fields, two soccer overlays, a football overlay, an open area, playground equipment, athletic field and court lighting, bleacher seating, and restroom facilities.
Central Park 275 South Raymond Avenue City of Pasadena	This 9.2 ac park provides six horseshoe pits, two lawn bowling courts, an open area, playground equipment, walkway lighting, and restroom facilities.
Defenders Park Orange Grove Boulevard/Colorado Boulevard City of Pasadena	This 1.8 ac park provides a walkway, multiple monuments, and a limestone bench and wall recognizing the founders of Pasadena.
Grant Park 232 South Michigan Avenue City of Pasadena	This 2.7 ac park provides two volleyball courts, two tennis courts with lights, two basketball courts, two horseshoe pits, a baseball diamond, a picnic shelter, an open area, park play equipment, and restroom facilities.
Lower Arroyo Seco Park Arroyo Boulevard/Norwood Drive City of Pasadena	This 150 ac park contains a natural park area, a fly casting pond and clubhouse, an archery range and clubhouse, rubble walls that retain the slopes and define paths, multi-use trails, La Casita del Arroyo Community Center, Aids Memorial Grove, promontory outlooks such as the Bird Sanctuary, and various types of habitats for a variety of bird, insect, and small mammal species.
Memorial Park 85 East Holly Street City of Pasadena	This 5.25 ac park provides various memorials, an amphitheater, park play equipment, an open area, and restroom facilities.
Rose Bowl Aquatic Center 360 North Arroyo Boulevard Privately operated	This center provides two Olympic-size pools, one warm water pool, two hydrotherapy spas, diving platforms, six spring boards, an exercise and weight room, a clubhouse building with men's and women's locker rooms, a pro shop, a food and beverage center, and two conference rooms.
San Rafael Park Colorado Boulevard/Melrose Boulevard City of Pasadena	This 1.0 ac park provides play equipment and an open play area.
Singer Park California Boulevard/St. John Avenue City of Pasadena	This 2.9 ac park provides play equipment, an open area, and restroom facilities.
Tournament Park East California Boulevard and South Wilson Avenue California Institute of Technology	This 1.2 ac park provides a barbecue facility and picnic and playground areas.
Villa Parke Community Center 363 East Villa Street City of Pasadena	This center is in a 41,475 sf building on an 8.1 ac site. The center includes a large auditorium with a stage and storage area, a social/recreation room, weight and boxing rooms, and a gymnasium with showers and dressing rooms. Activities at the center include recreation activities for children, adults, and families.
Villa Park 363 East Villa Street City of Pasadena	This 11.9 ac park provides a basketball court, a baseball diamond, sport court lighting, bleacher seating, soccer and football overlays, park play equipment, an open area, and bathroom facilities.

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
Class II Bikeways <ul style="list-style-type: none"> • Arroyo Boulevard between I-210 and Wotkins Drive • Arroyo Boulevard between Seco Street and Holly Street • Corson Street between Pasadena Avenue and Altadena Drive • Glenarm Street between Marengo Avenue and Madison Avenue • Maple Street between Fair Oaks Avenue and Altadena Drive • Marengo Avenue between Glenarm Street and Del Mar Boulevard • Raymond Avenue between Orange Grove Boulevard and Montana Street • St. John Avenue between Walnut Street and Del Mar Boulevard • Wilson Avenue between California Boulevard and Cordova Street City of Pasadena	Striped, on-street bike lanes.
Class III Bikeways <ul style="list-style-type: none"> • Allen Avenue (between California Boulevard Washington Boulevard) • Arroyo Boulevard (between Grand Avenue and San Pasqual Avenue) • Arroyo Boulevard (between Holly Street and California Boulevard) • Bonnie Avenue (between Colorado Boulevard and Del Mar Boulevard) • California Boulevard (between Arroyo Boulevard and Grand Avenue) • California Boulevard (between Marengo Avenue and Allen Avenue) • Casitas Avenue (between Howard Street and Montana Street) • Cordova Street (between Arroyo Parkway and Hill Avenue) • Del Mar Boulevard (between Pasadena Avenue and Madre Street) • Glenarm Street (between Pasadena Avenue and Marengo Avenue) • Grand Avenue (between California Boulevard and Arroyo Boulevard) • Hill Avenue (Colorado Boulevard and Atchison Street) • Howard Street (between Arroyo Boulevard and Los Robles Avenue) • Lincoln Avenue (between Forest Avenue and Maple Street) • Linda Vista Avenue (between San Rafael Avenue and Highland Drive) • Los Robles Avenue (between Marengo Avenue and Woodbury Road) • Mountain Street (between Forest Avenue and Raymond Avenue) • Orange Grove Boulevard (between Raymond Avenue and Sierra Madre Villa Avenue) • Orange Grove Boulevard (between Walnut Street and Fair Oaks Avenue) • Raymond Avenue (between Orange Grove Boulevard and Maple Street) • Rosemont Drive (between Washington Boulevard and Seco Street) • San Pasqual Street (between Hill Avenue and Greenwood Avenue) • Seco Street (between West Drive and Forest Avenue) • Sierra Bonita Avenue (between Colorado Boulevard and Villa 	Unstriped, on-street bike lanes.

TABLE 3.1.4:

Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
Street) <ul style="list-style-type: none"> Sierra Bonita Avenue (between Orlando Road and Del Mar Boulevard) Villa Street (between Los Robles Avenue and Hill Avenue) Washington Boulevard (between Arroyo Boulevard and Allen Avenue) West Drive (between Seco Street and Washington Boulevard) Wilson Avenue (between Cordova Street and Orange Grove Boulevard) City of Pasadena	
City of Rosemead	
Garvey Park and Splash Zone at Garvey Park 7933 Emerson Place City of Rosemead	This 12.1 ac park provides picnic shelters with barbecues, a gymnasium, restrooms, baseball/softball diamonds, two playgrounds, and lighted tennis courts. The Splash Zone at Garvey Park provides two large water slides, a splash play area, and a 2,500 sf lesson pool.
Rosemead Aquatic Center 9155 East Mission Drive City of Rosemead	This center provides a competitive pool with 13 competition lanes and water polo capabilities. The pool is available for recreational swimming.
Rosemead Park 4343 Encinita Avenue City of Rosemead	This 19.9 ac park provides a swimming pool, three playground areas, picnic shelters with barbecues, two lighted softball/baseball fields, restroom facilities, a 0.5 mi long trail, and an expansive open space area.
City of San Gabriel	
Asian Youth Center 100 West Clary Avenue Privately Operated	This center provides social services, educational instruction, and after school and summer programs for youths and families that live in the community. The center has a pool table and a gymnasium for recreational activities.
Marshall Park (Planned) 1817 South Jackson Avenue City of San Gabriel	This 2.0 ac park, which will be on the former Marshall School site, will include a walking/jogging path, multipurpose areas with game courts, synthetic turf and grass areas, playgrounds with shade structures, covered picnic areas, outdoor fitness equipment, seating areas, restrooms, and security lighting. Construction is expected to begin in late 2014 and be completed in 2015.
Plaza Park 428 South Mission Drive City of San Gabriel	This 0.7 ac beautiful tree-lined park provides a tranquil vista of the historic San Gabriel Mission.
Smith Park 232 West Broadway City of San Gabriel	This 6.1 ac park provides a tiny tot playground (6 years and under), children's playground (7 years and older), lighted basketball court, two lighted tennis courts, four lighted handball courts, three picnic areas, and an outdoor pool.
Vincent Lugo Park Wells and Ramona Streets City of San Gabriel	This 11.3 ac park includes a dry riverbed designed to drain to Alhambra Wash, pedestrian lighting, multipurpose trails along the wash and throughout the park, native landscaping, an athletic field/open space, an outdoor classroom, vehicular and pedestrian bridges, and preservation of La Laguna de San Gabriel.
Class III Bikeway <ul style="list-style-type: none"> Junipero Serra Drive between Mission Road and South San Marino Avenue City of San Gabriel	Unstriped, on-street bike lanes.

TABLE 3.1.4:

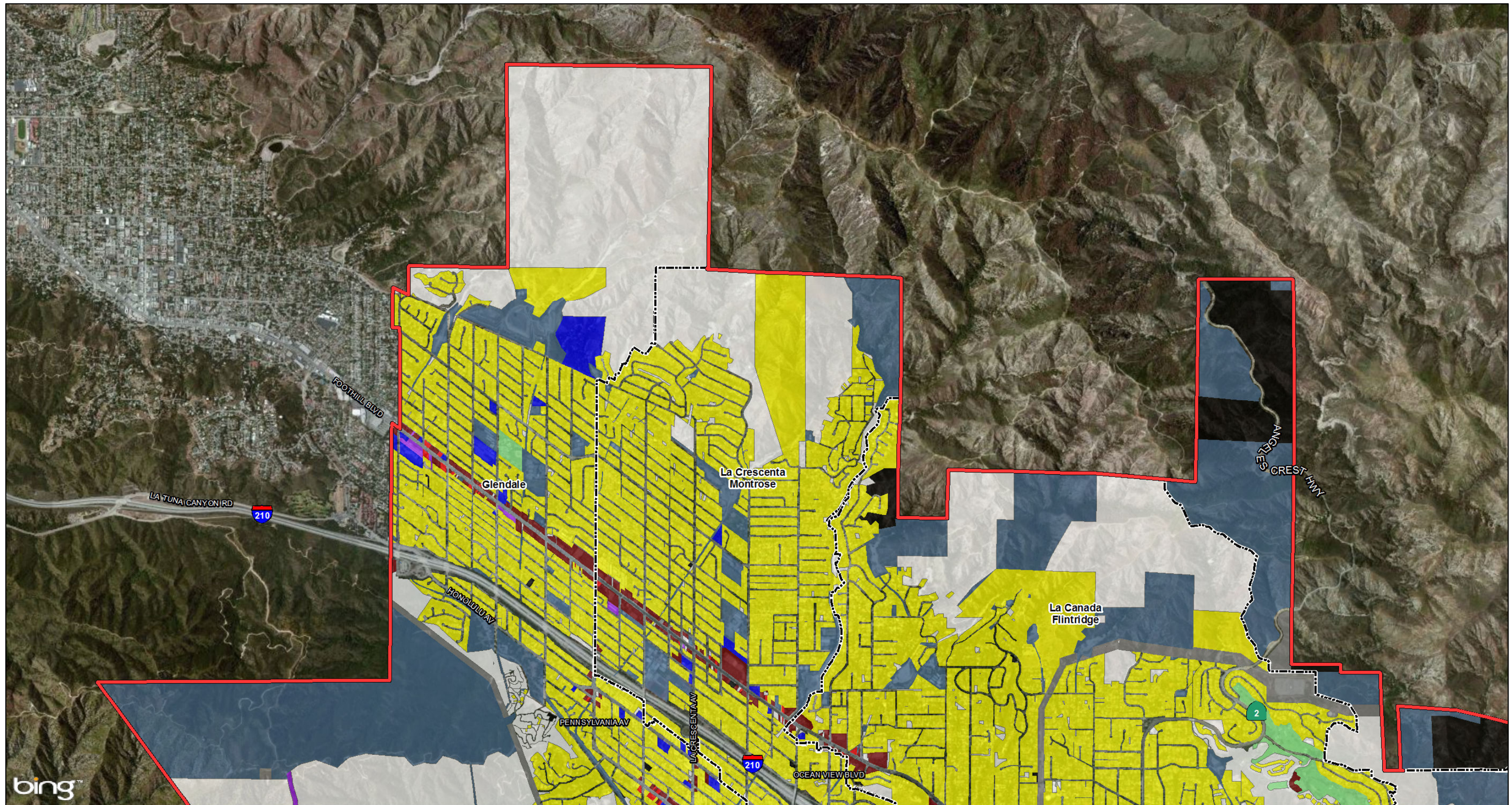
Parks, Recreation Resources, and Bikeways within 0.5 Mile of the Build Alternatives by Jurisdiction

Name, Address, and Owner/Operator	Amenities
City of San Marino	
Huntington Library, Art Collections, and Botanical Gardens 1151 Oxford Road Privately Operated	This 207 ac property includes a garden with walking trails, various types of gardens, a pond, and open space areas.
Lacy Park 1485 Virginia Road City of San Marino	This 30 ac park provides a picnic area, two walking trails, tennis courts, and a rose garden.
City of South Pasadena	
Eddie Park and House 2017 Edgewood Drive City of South Pasadena	This 1.0 ac park provides a playground and an open grass area.
Garfield Park 1750 Mission Street City of South Pasadena	This 7.6 ac park provides tennis courts, a playground, and a garden area.
Library Park 1102 Oxley Street City of South Pasadena	This 3.2 ac park provides tennis courts, a half basketball court, a playground, and a baseball field.
Orange Grove Park and Recreation Building 815 Mission Street City of South Pasadena	This 2.5 ac park provides a lighted softball and soccer field, two lighted tennis courts, picnic tables, a small playground, drinking fountains, bleachers, and a bicycle rack.
War Memorial Park 435 Fair Oaks Avenue City of South Pasadena	The two-story War Memorial Building is a City of South Pasadena cultural heritage landmark on a 1.2 ac site. The building includes a large multipurpose room, smaller meeting rooms, and restrooms. The park includes a landscaped memorial garden and on-site parking.
YMCA South Pasadena/San Marino 1605 Garfield Avenue Privately operated	This facility provides a fitness center, an exercise studio, a cycling room, an indoor heated pool, a weight room, a child activity center, and multipurpose rooms.
Class II Bikeways <ul style="list-style-type: none"> • El Centro Street (between Pasadena Avenue and Orange Grove Avenue) • Marengo Avenue (between Mission Street and Alhambra Road) City of South Pasadena	Striped, on-street bike lanes.

Source 1: *Community Impact Assessment* (2014).

Source 2: Appendix B, Draft Section 4(f) Evaluation and Resources Evaluated Relative to the Requirements of Section 4(f)

This page intentionally left blank



LEGEND

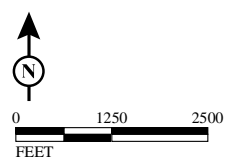
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

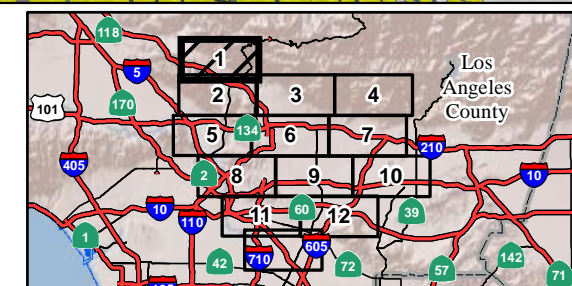
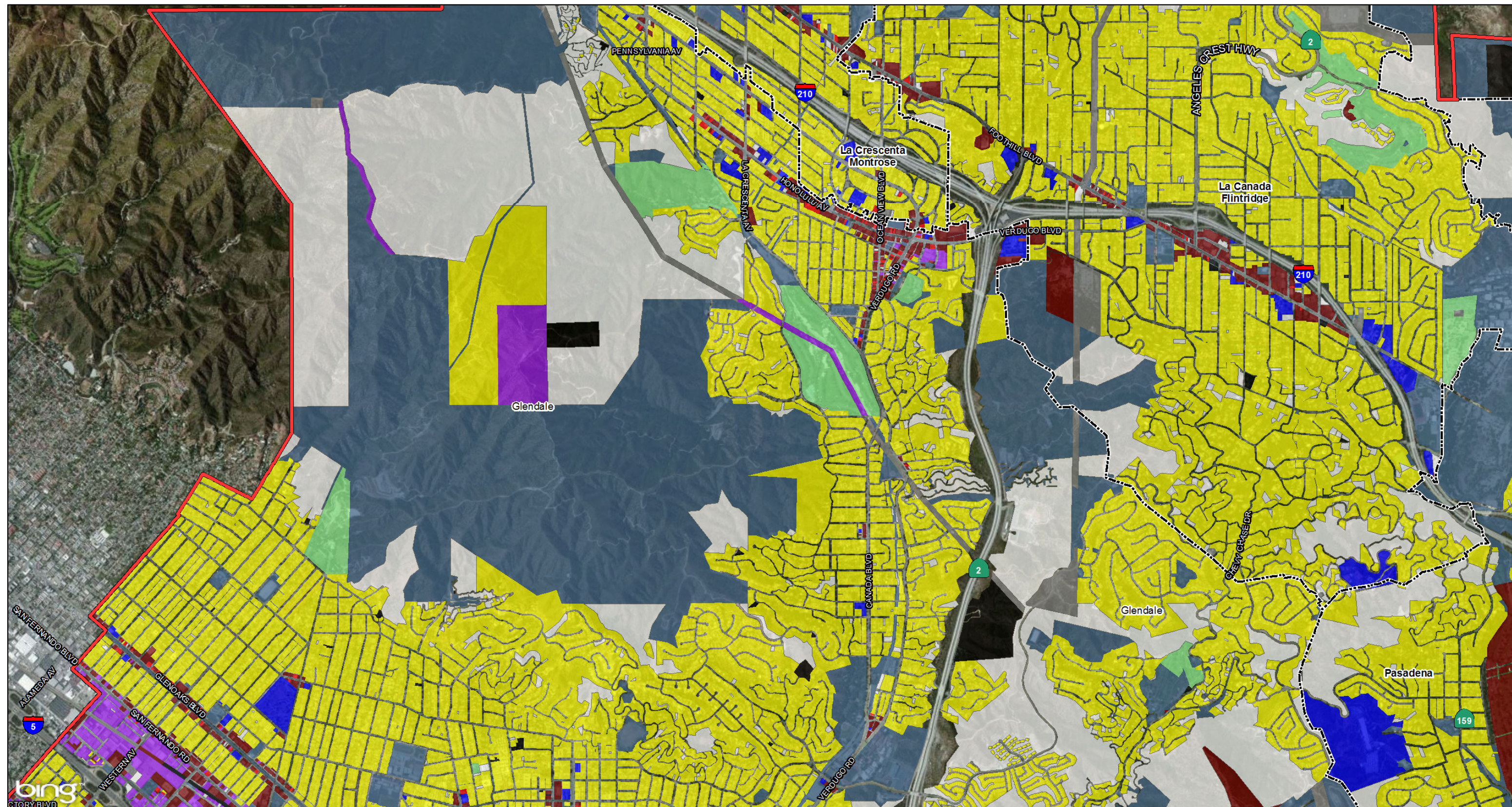


FIGURE 3.1-1
Sheet 1 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

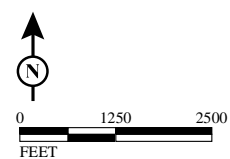
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

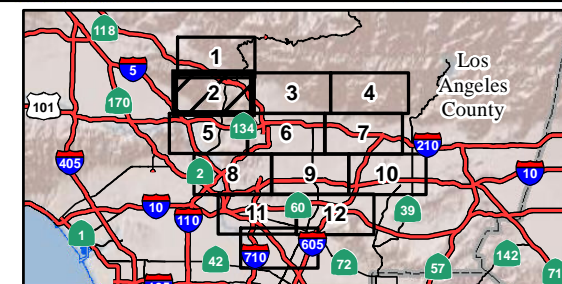
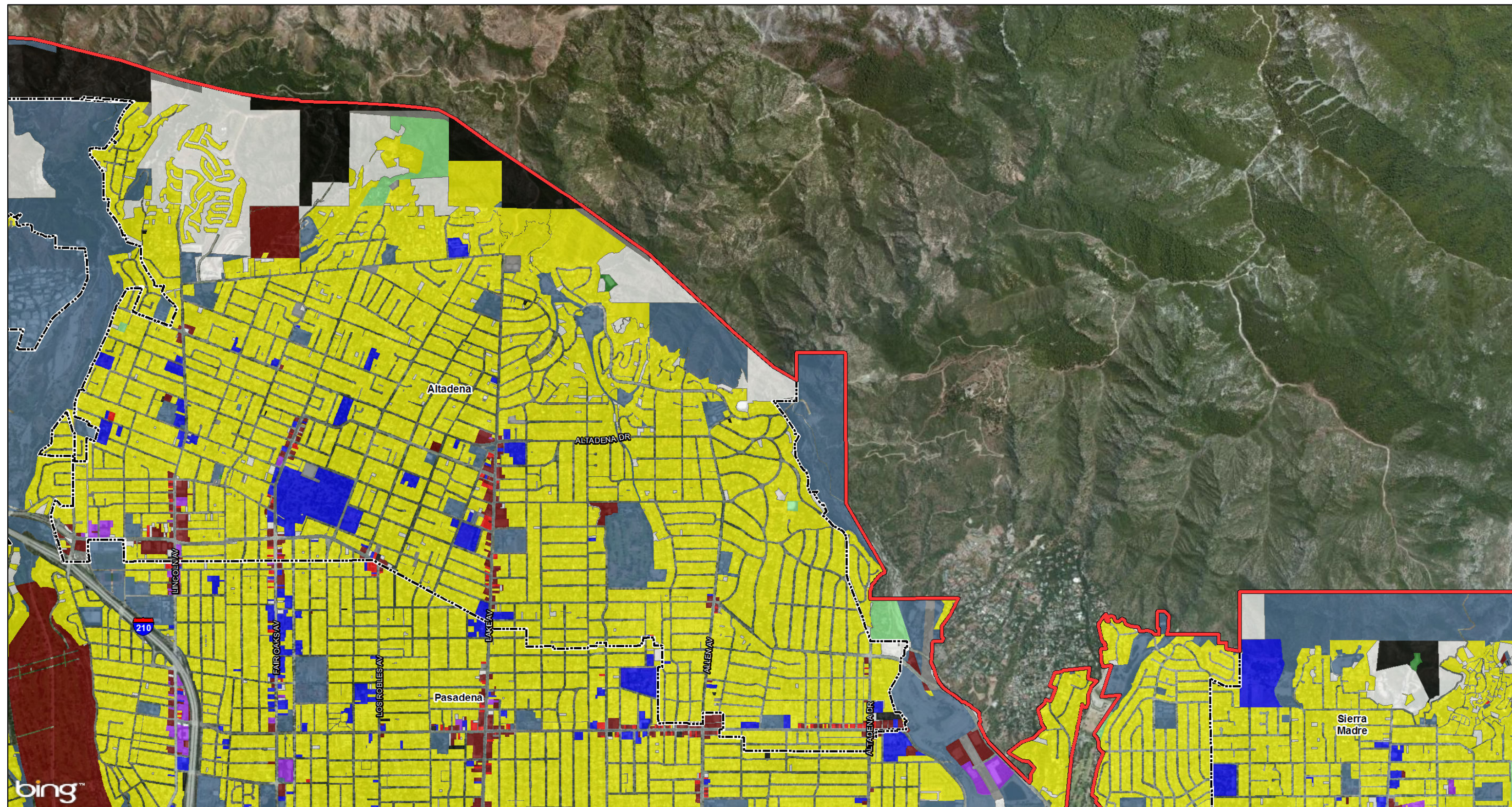


FIGURE 3.1-1
Sheet 2 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

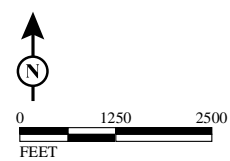
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

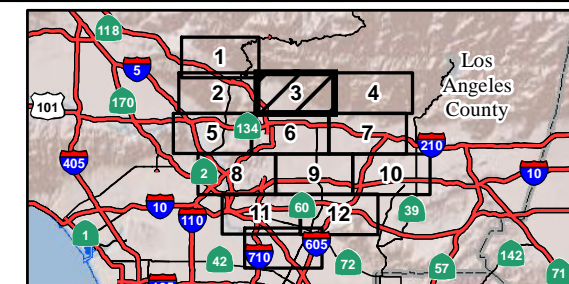
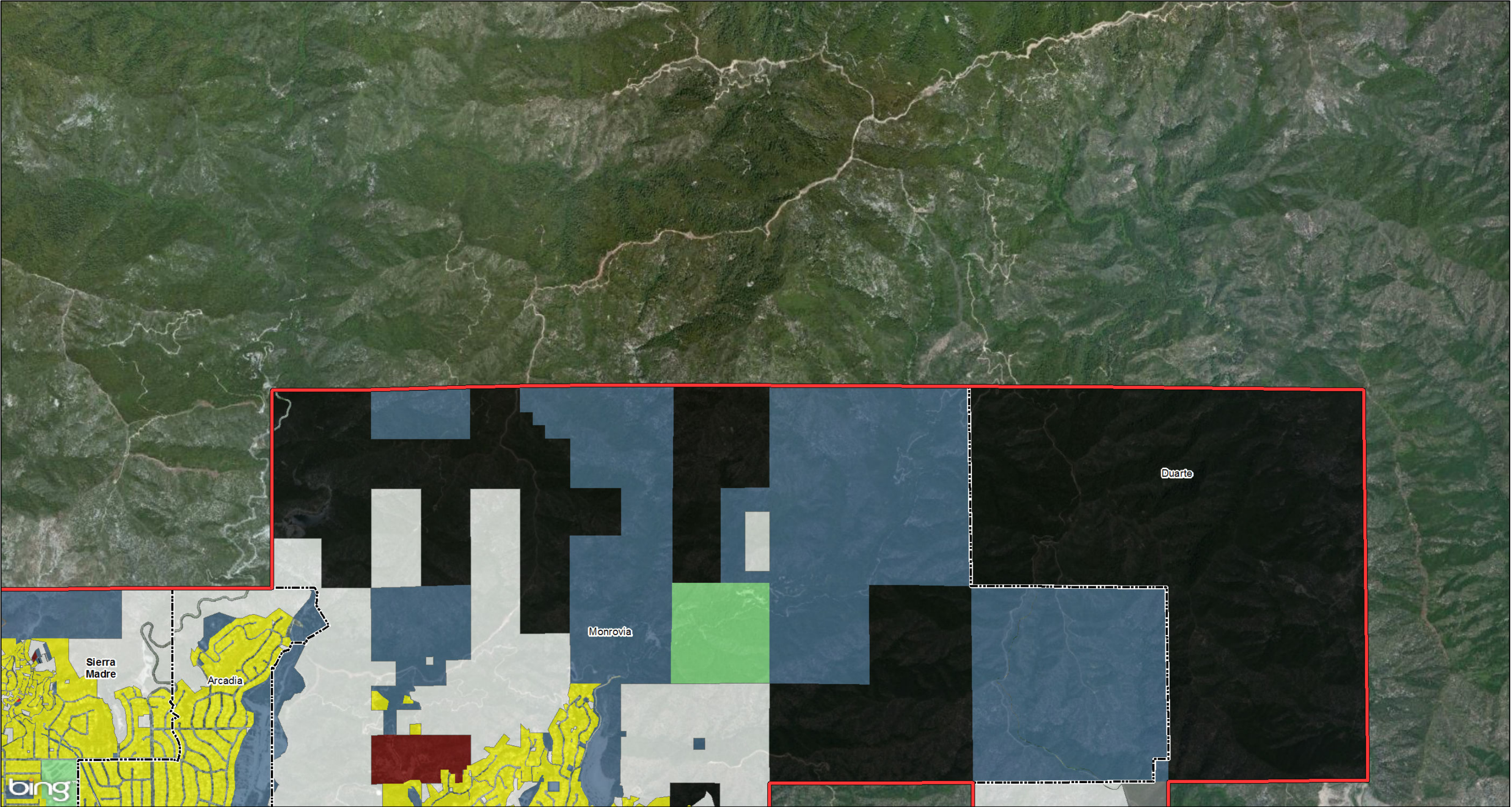


FIGURE 3.1-1
 Sheet 3 of 13

SR 710 North Study
 Existing Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

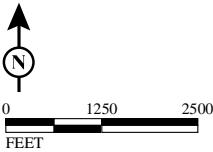
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

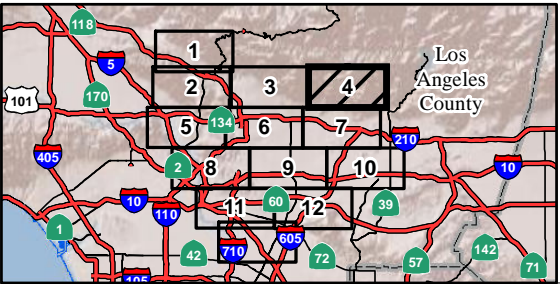
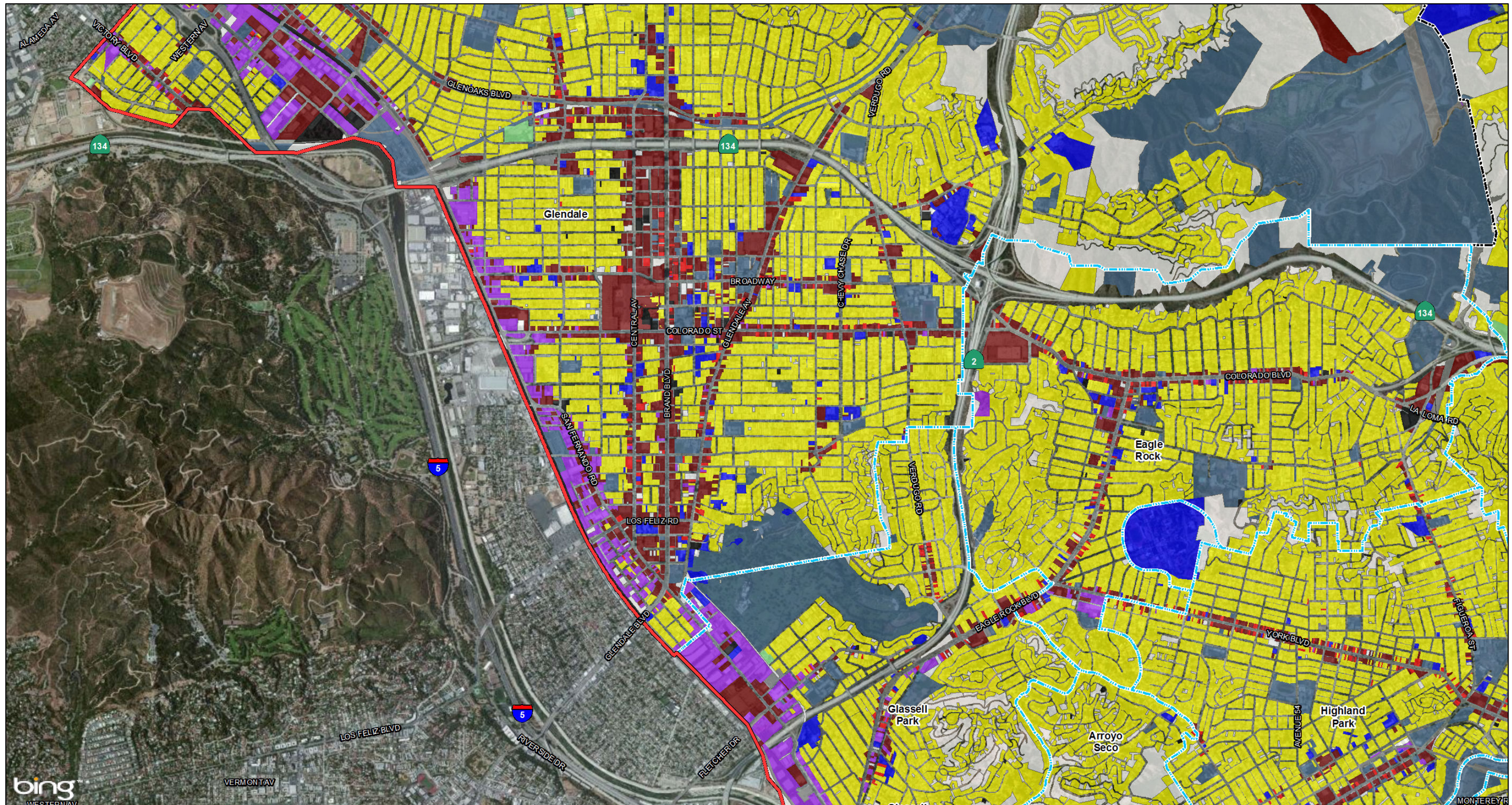


FIGURE 3.1-1
Sheet 4 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

Institutional

- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

Open Space and Recreation

- Other
- Vacant



0 1250 2500
FEET

SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)

I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

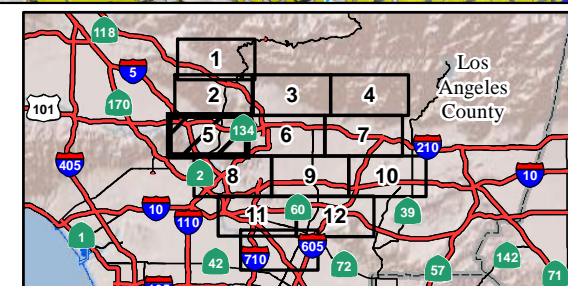


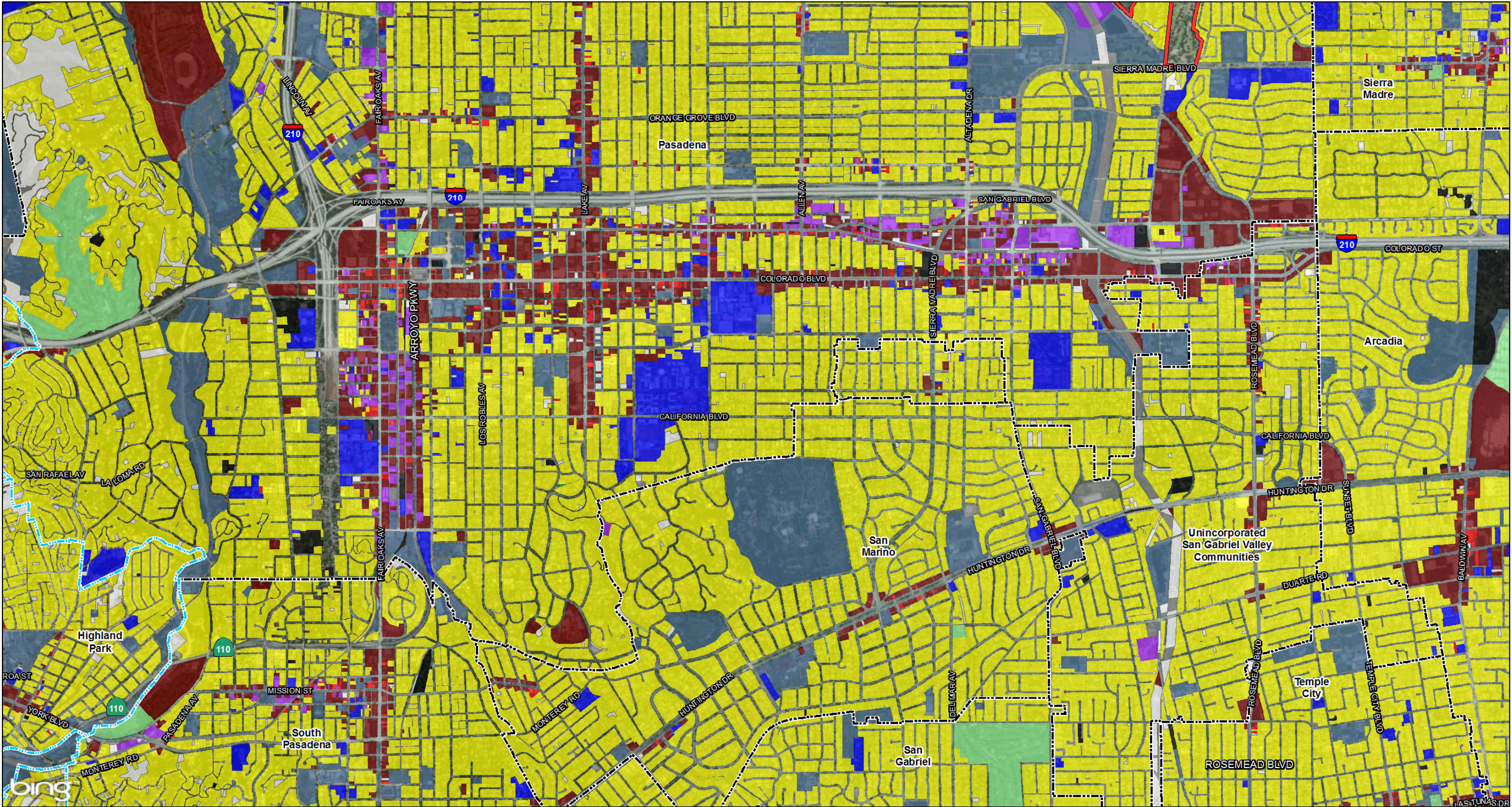
FIGURE 3.1-1

Sheet 5 of 13

SR 710 North Study
Existing Land Uses

07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

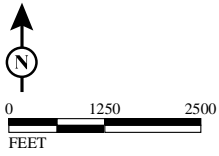
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

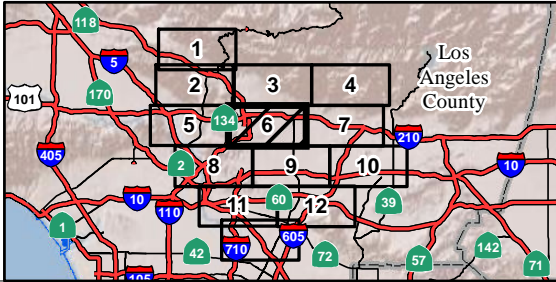
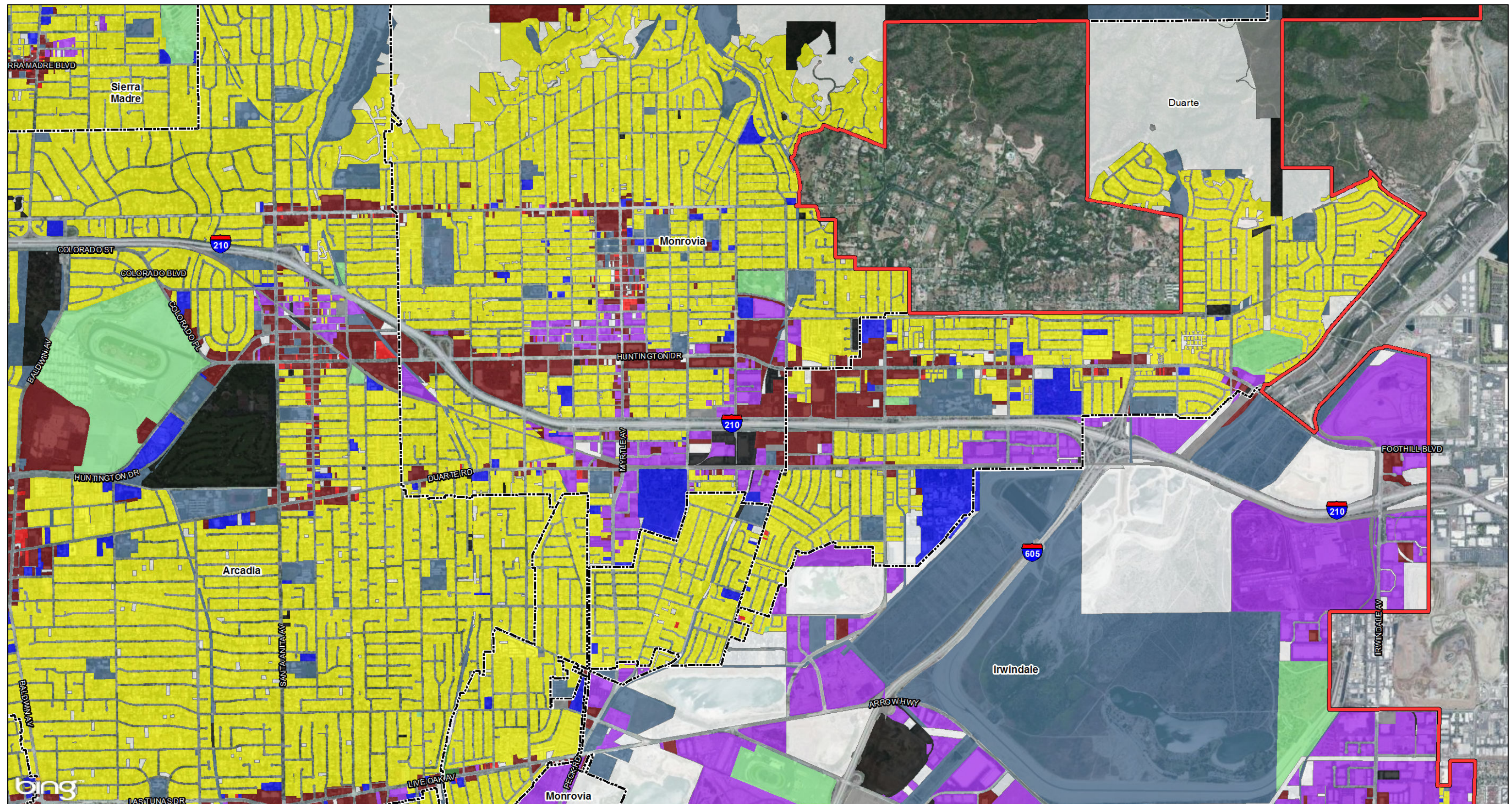


FIGURE 3.1-1
 Sheet 6 of 13

SR 710 North Study
 Existing Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

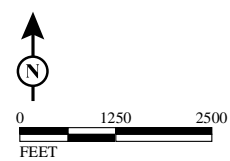
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

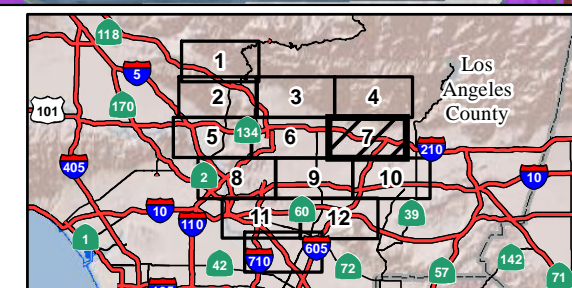
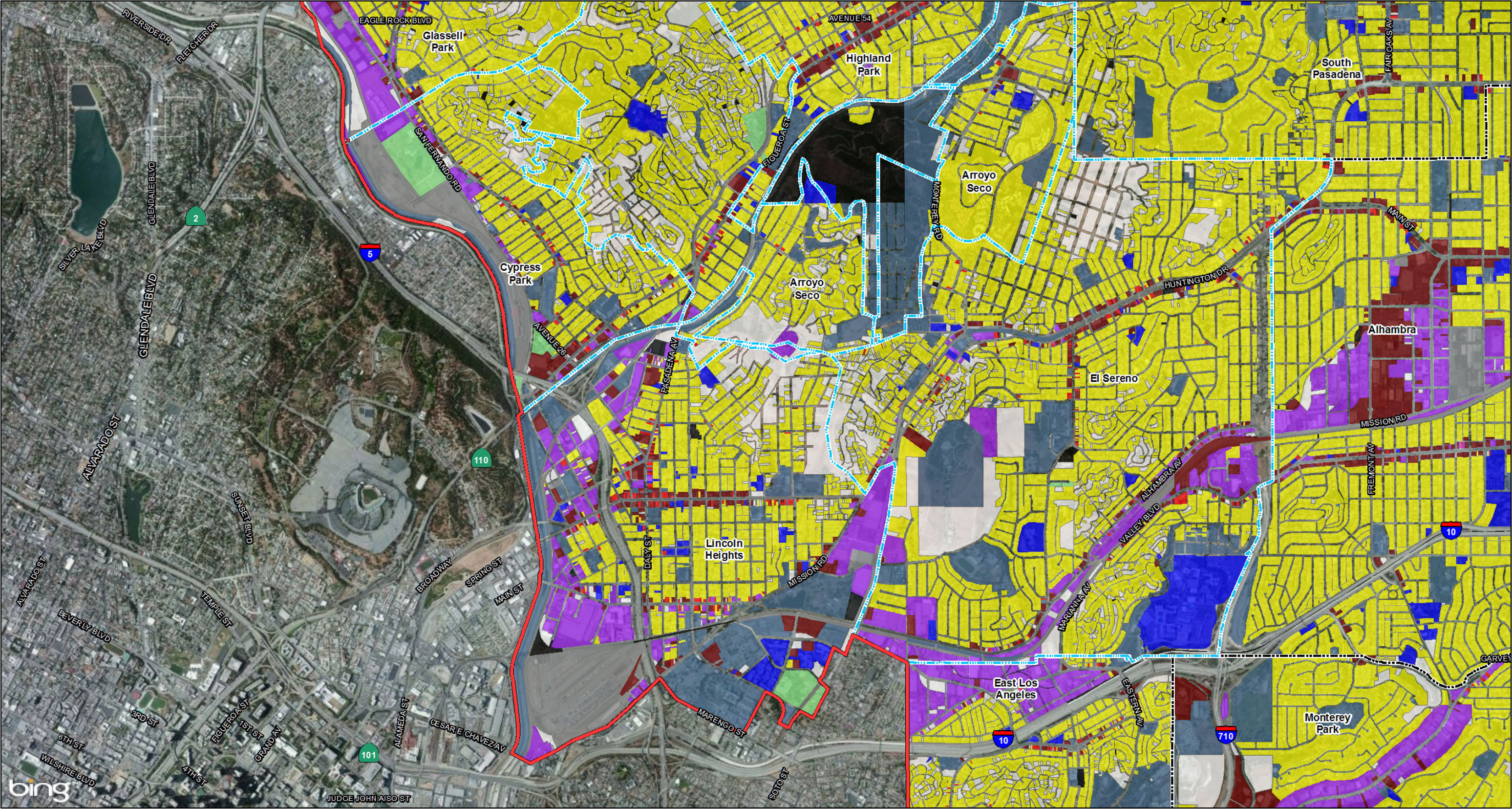


FIGURE 3.1-1
Sheet 7 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

Institutional

- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

Open Space and Recreation

- Other
- Vacant

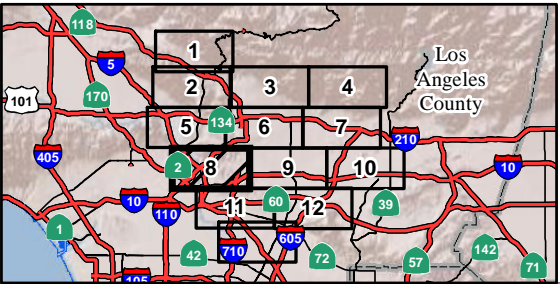
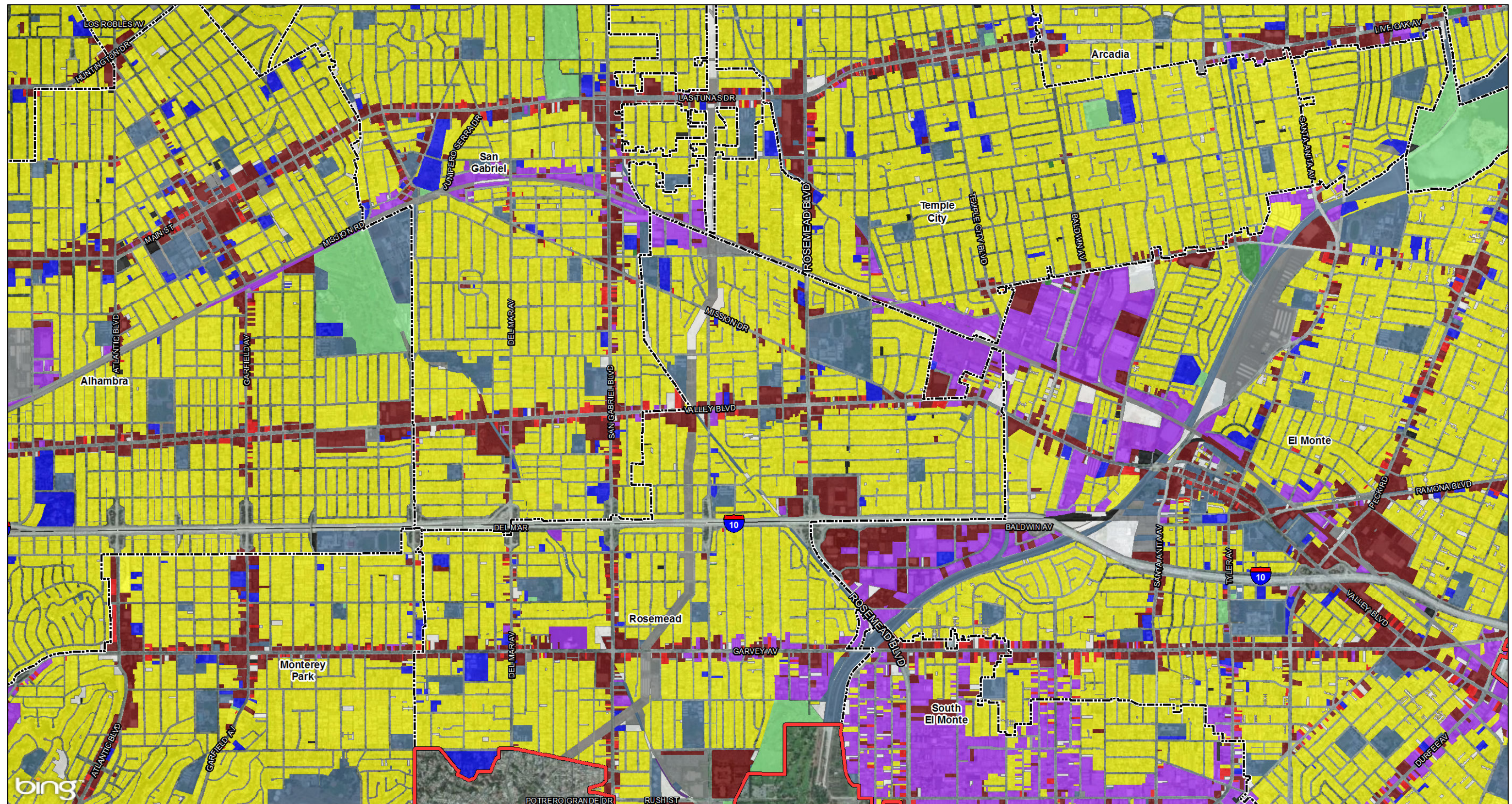


FIGURE 3.1-1
Sheet 8 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

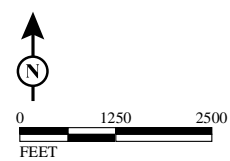
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

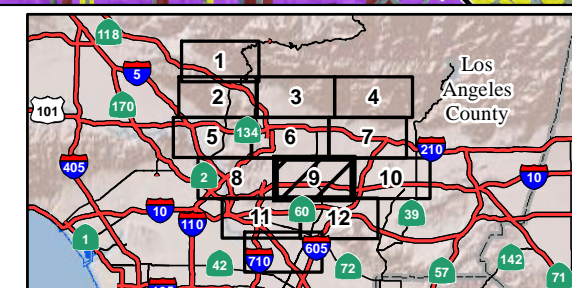
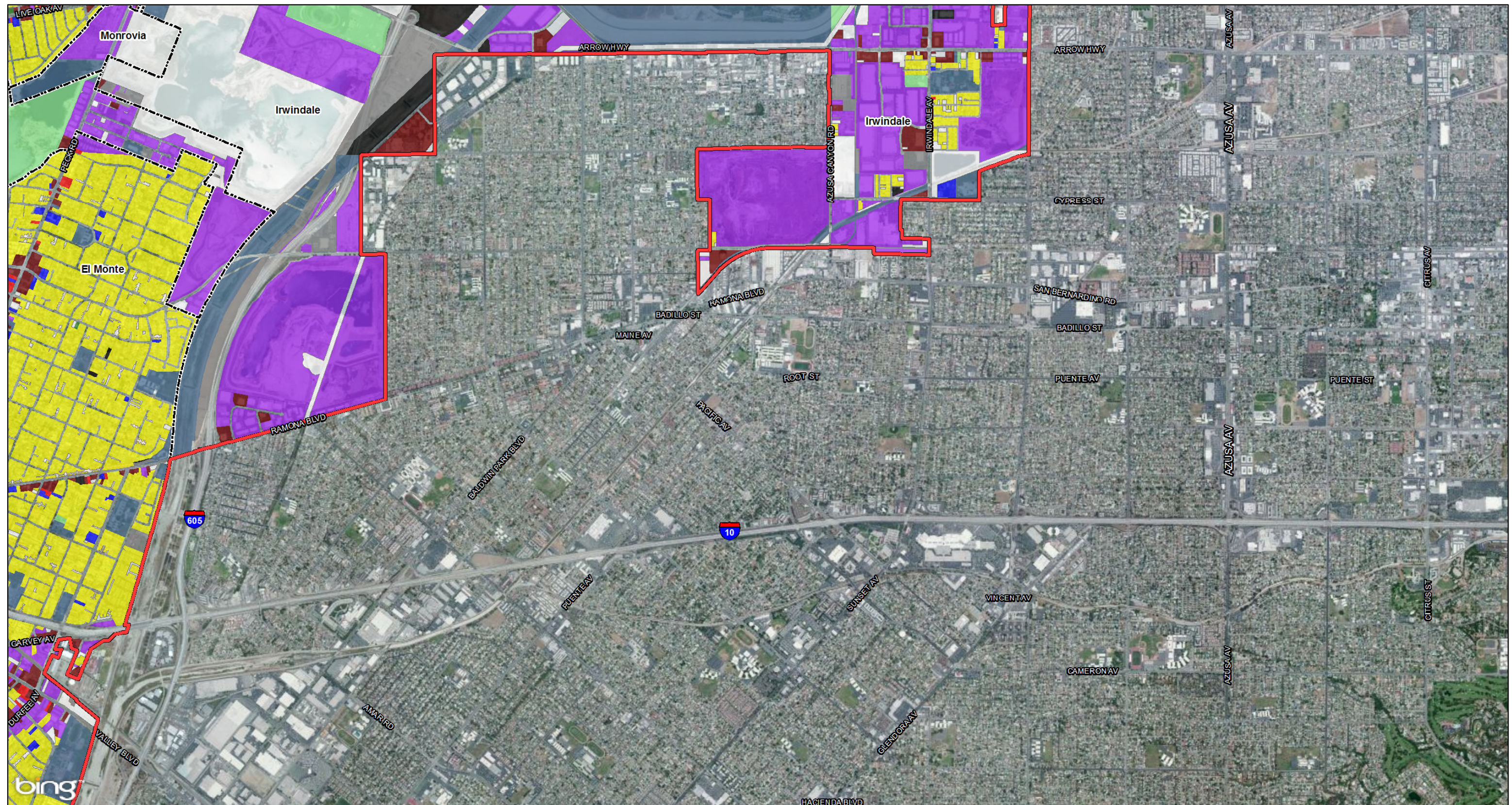


FIGURE 3.1-1
Sheet 9 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

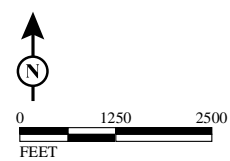
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

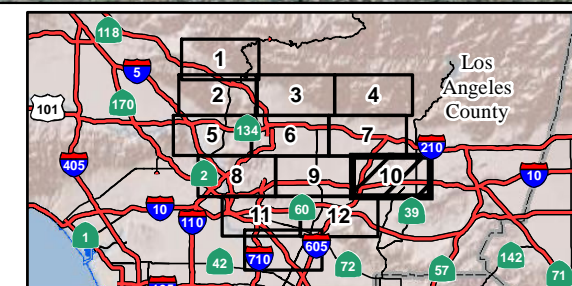
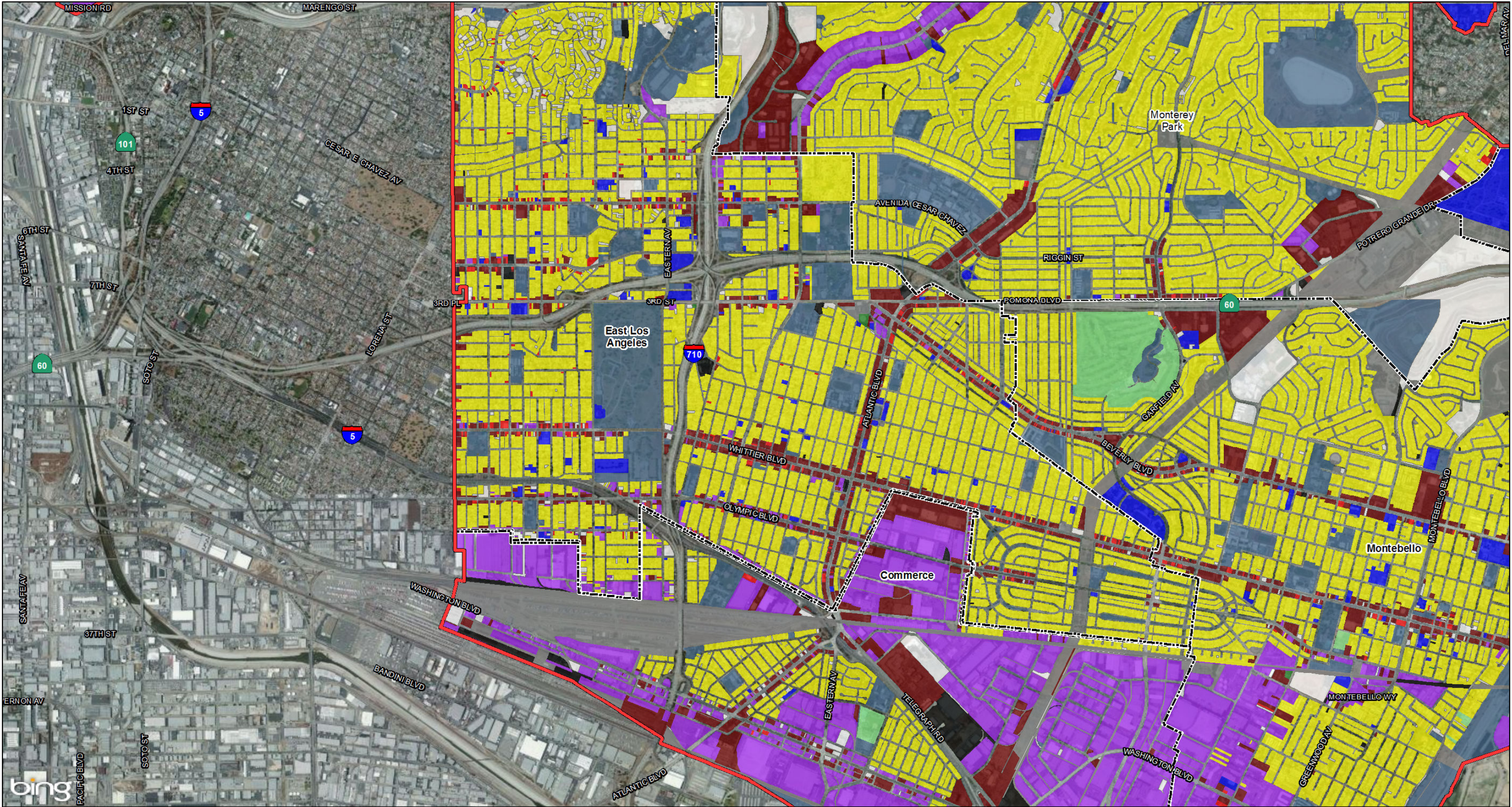


FIGURE 3.1-1
Sheet 10 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

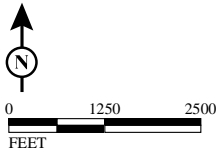
- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

Institutional

- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

Open Space and Recreation

- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

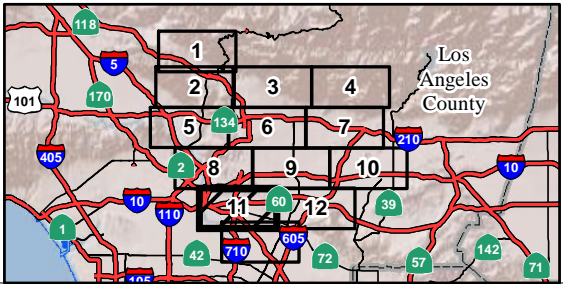
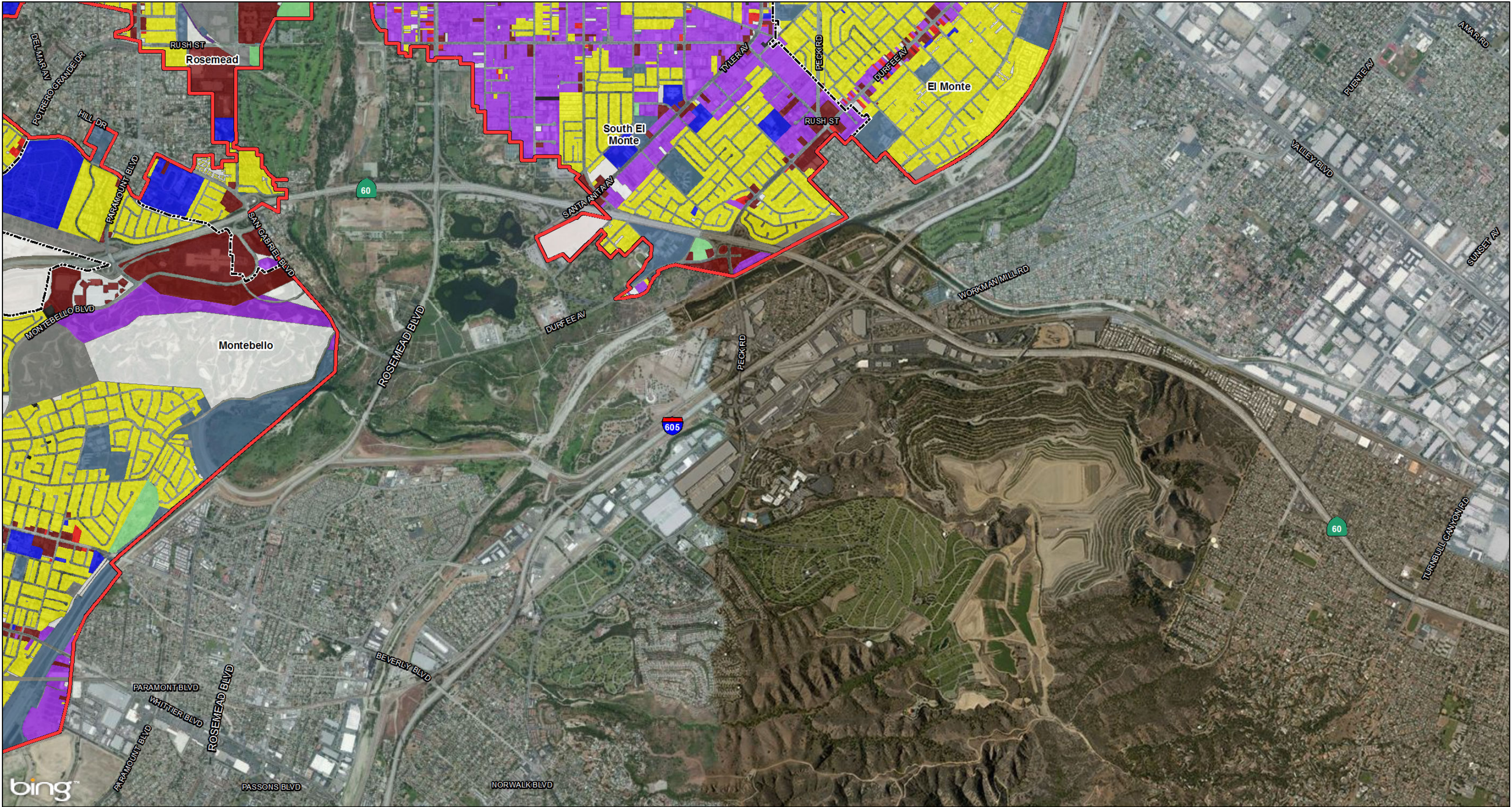


FIGURE 3.1-1
Sheet 11 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

Institutional

- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

Open Space and Recreation

- Other
- Vacant

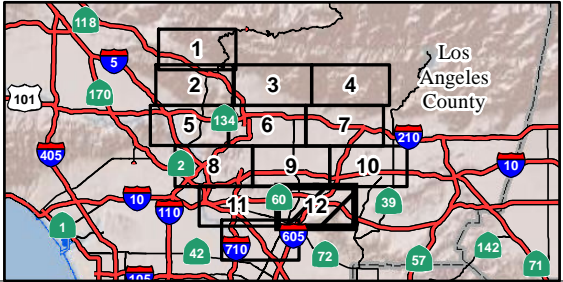
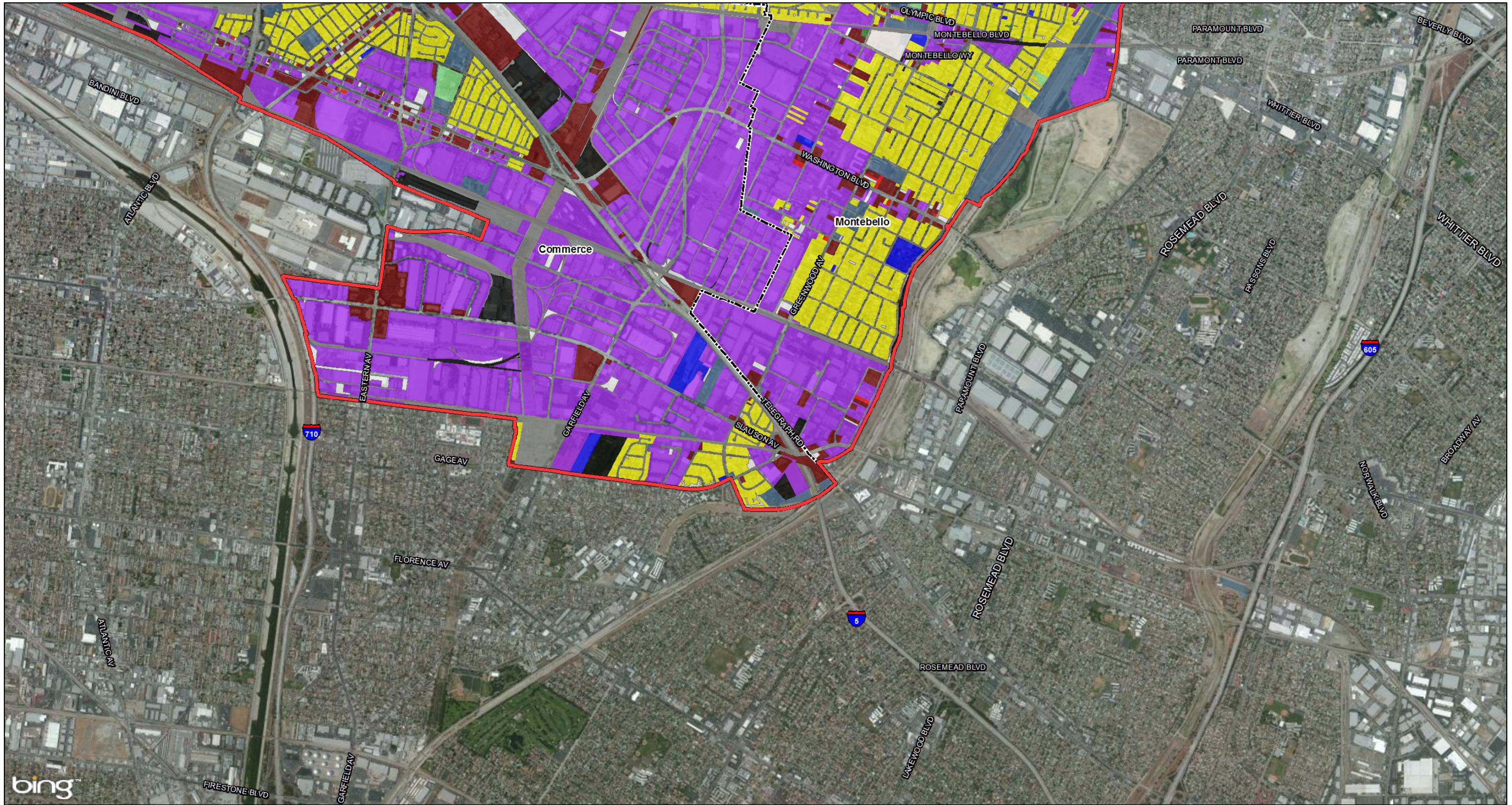


FIGURE 3.1-1
Sheet 12 of 13

SR 710 North Study
Existing Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

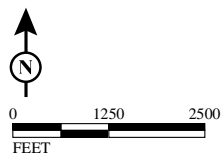
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

Existing Land Use

- Residential
- Commercial and Services
- Mixed Commercial
- Industrial

- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction

- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_ExistingLandUse.mxd (10/29/2014)

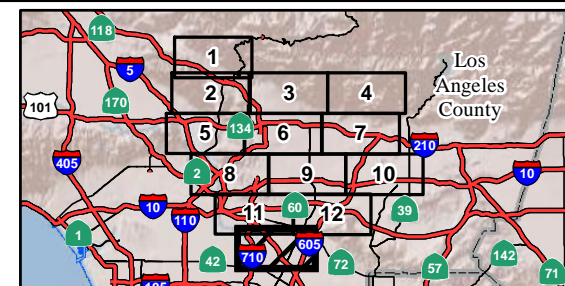
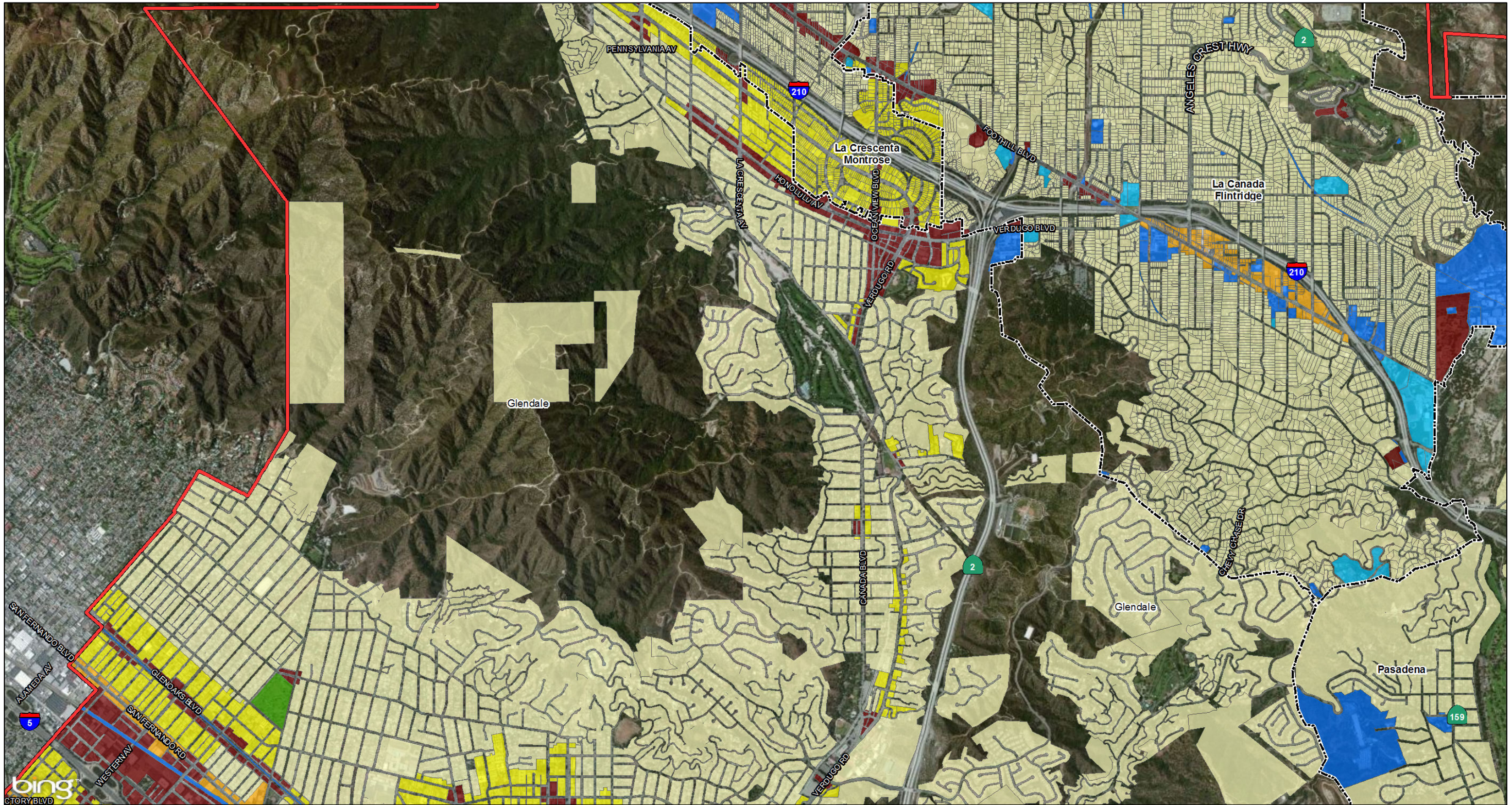


FIGURE 3.1-1
 Sheet 13 of 13

SR 710 North Study
 Existing Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

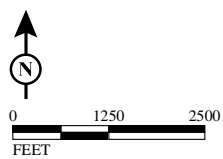
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

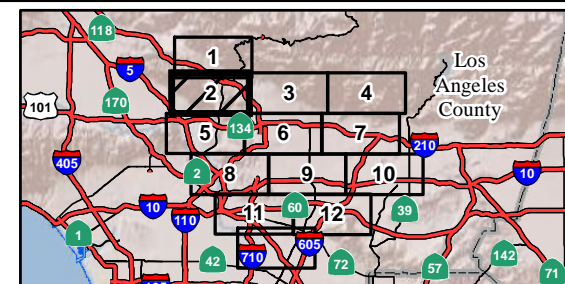


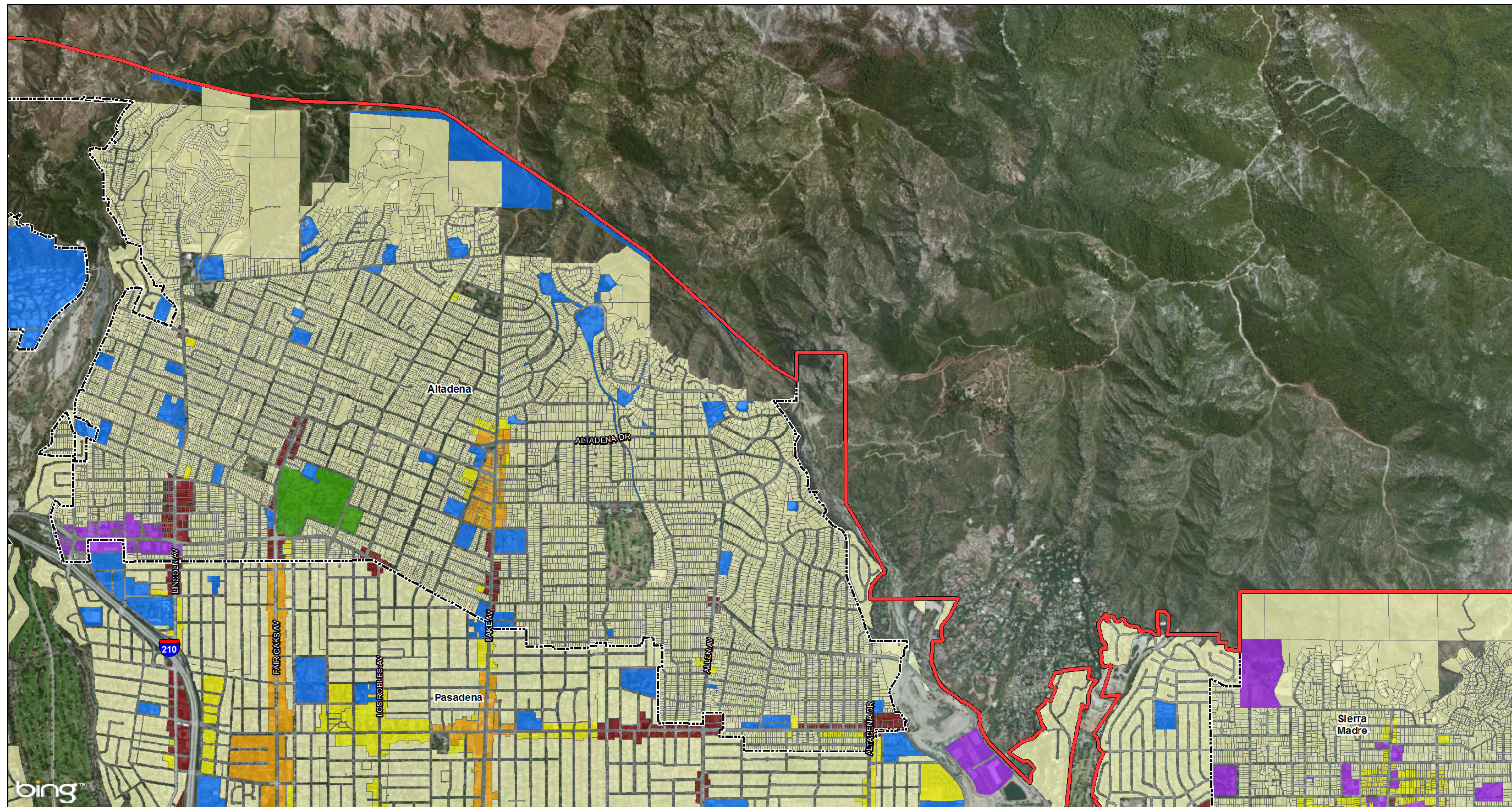
FIGURE 3.1-2

Sheet 2 of 13

SR 710 North Study
 General Plan Land Uses

07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

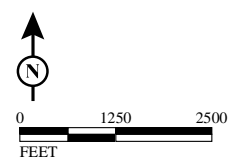
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

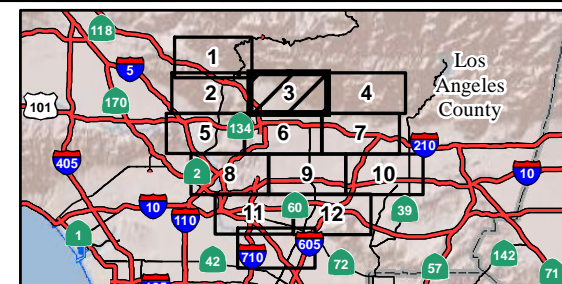
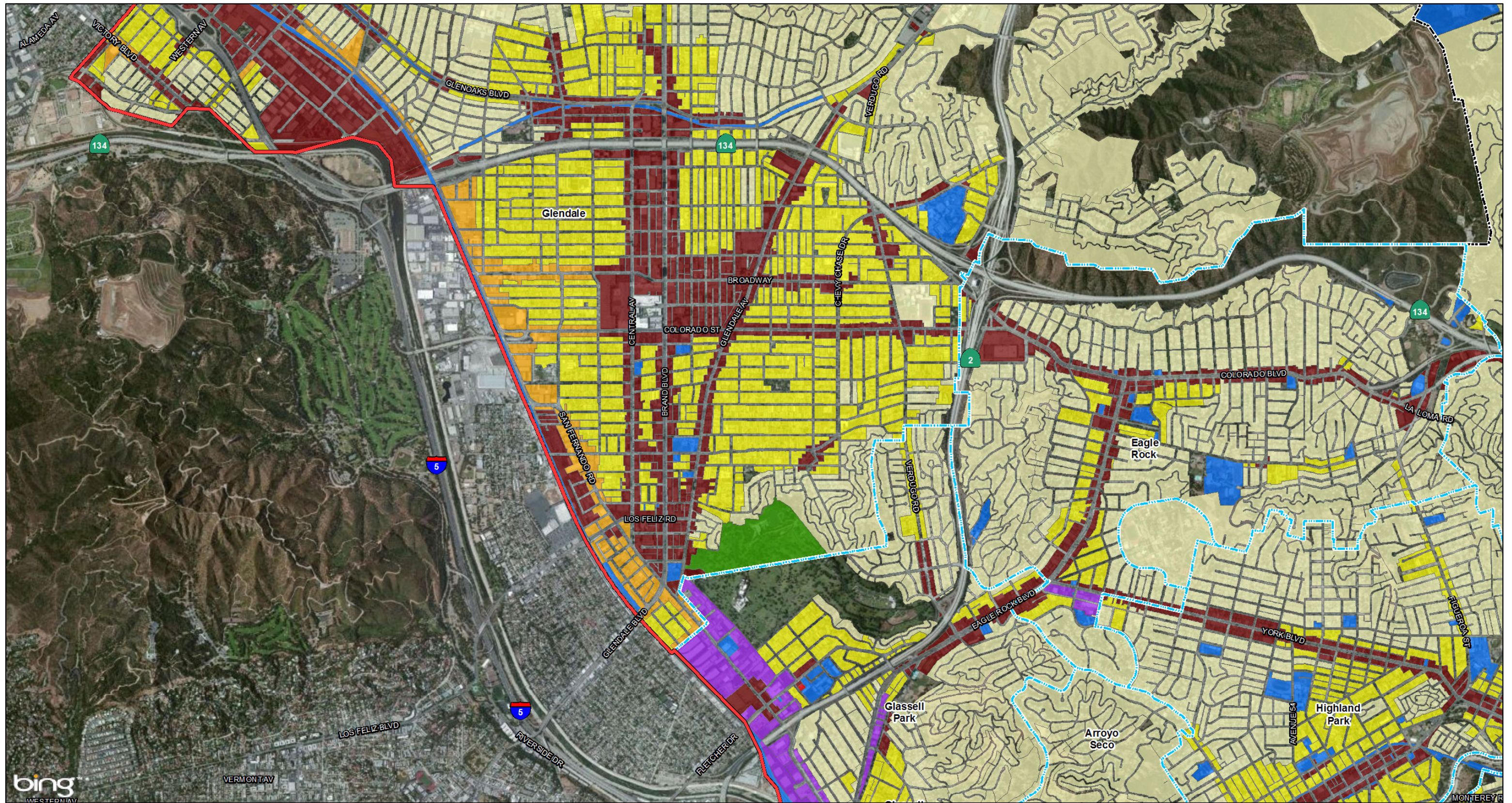


FIGURE 3.1-2
 Sheet 3 of 13

SR 710 North Study
 General Plan Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



0 1250 2500
FEET

SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)

I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

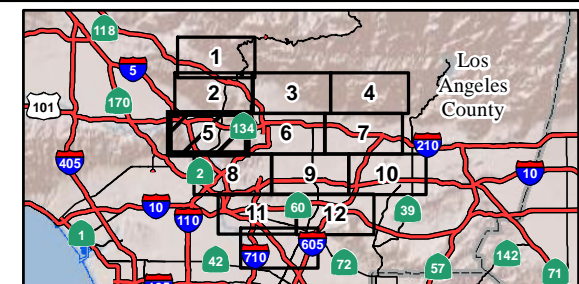


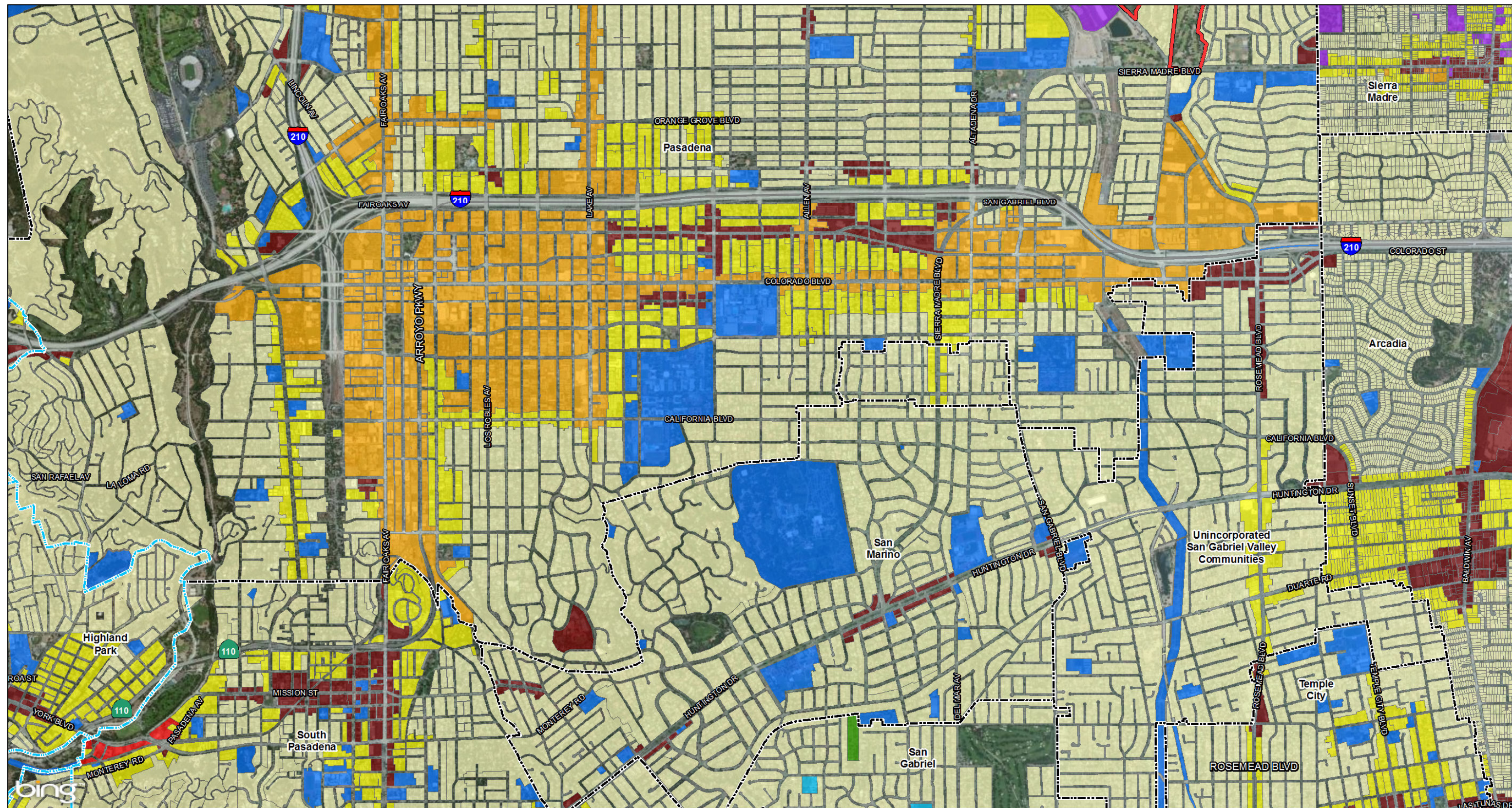
FIGURE 3.1-2

Sheet 5 of 13

SR 710 North Study
General Plan Land Uses

07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

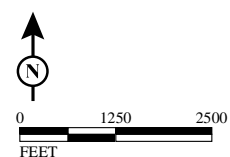
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial
- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban
- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

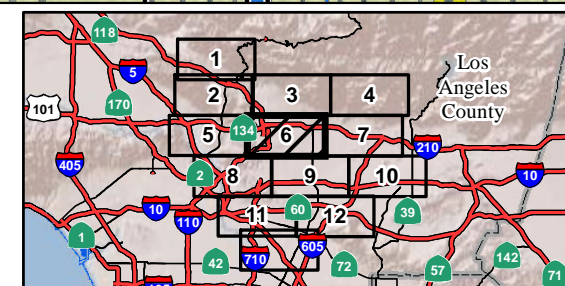
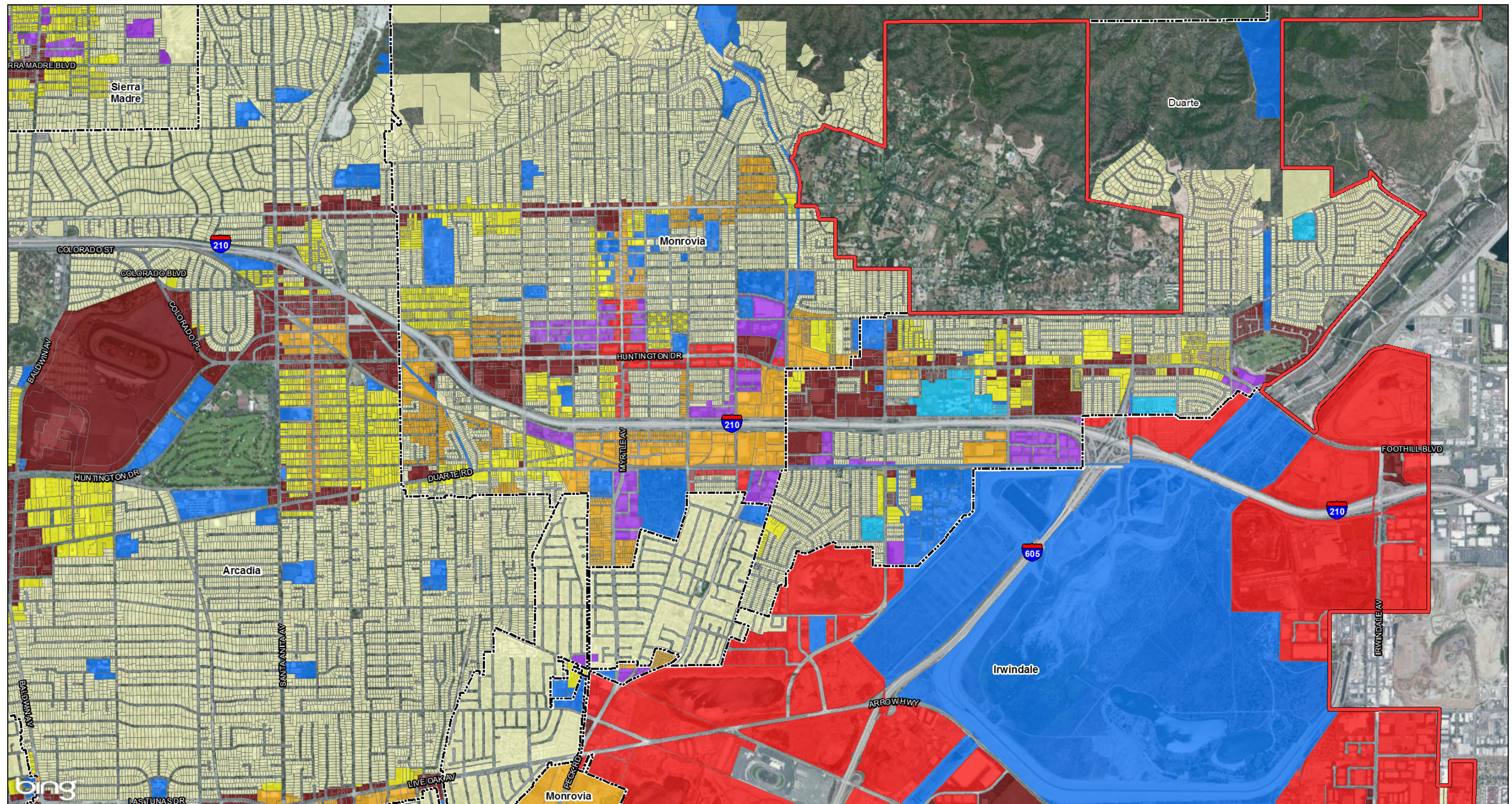


FIGURE 3.1-2
Sheet 6 of 13

SR 710 North Study
General Plan Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

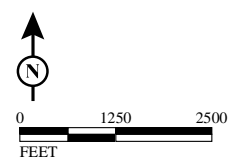
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

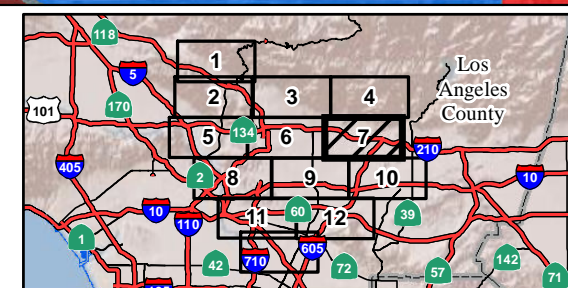
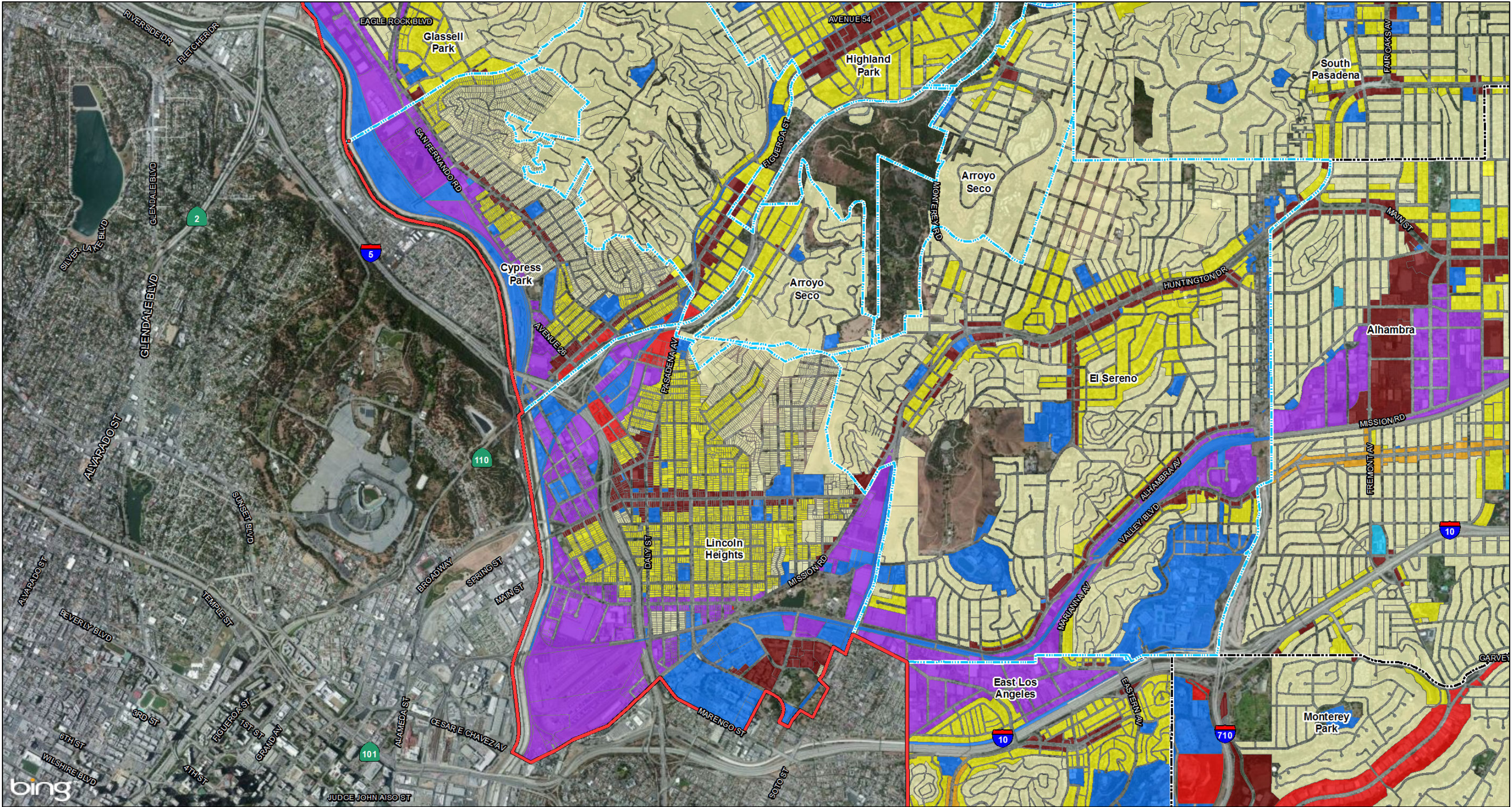


FIGURE 3.1-2
 Sheet 7 of 13

SR 710 North Study
 General Plan Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

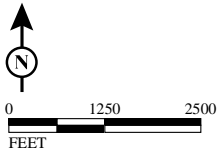
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

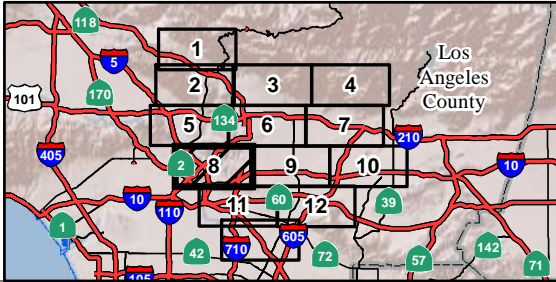
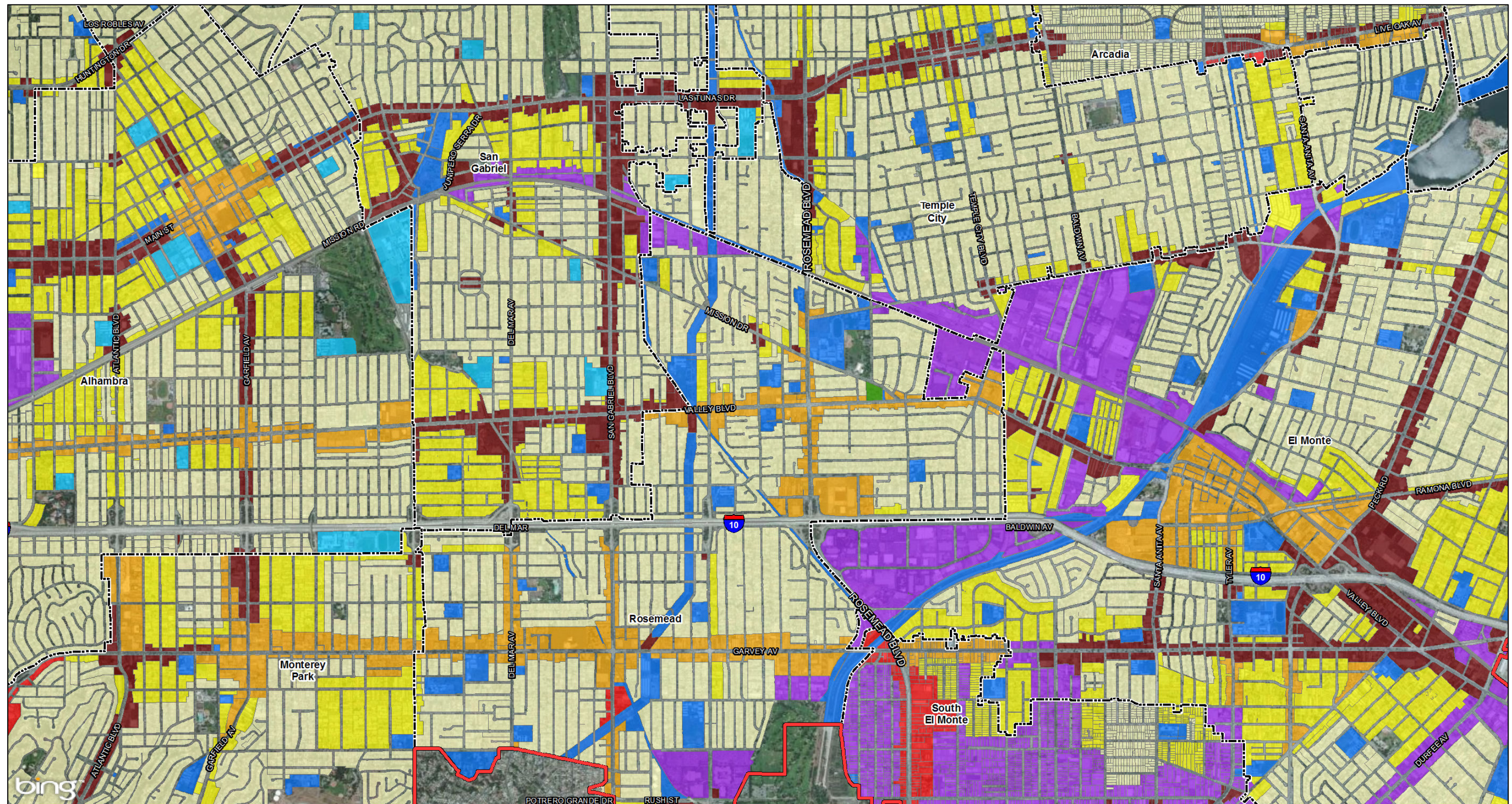


FIGURE 3.1-2
 Sheet 8 of 13

SR 710 North Study
 General Plan Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial
- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban
- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation

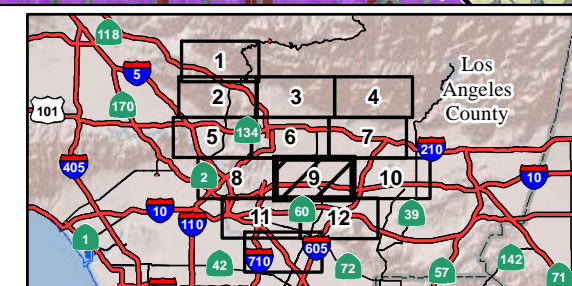
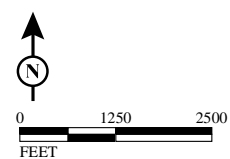


FIGURE 3.1-2

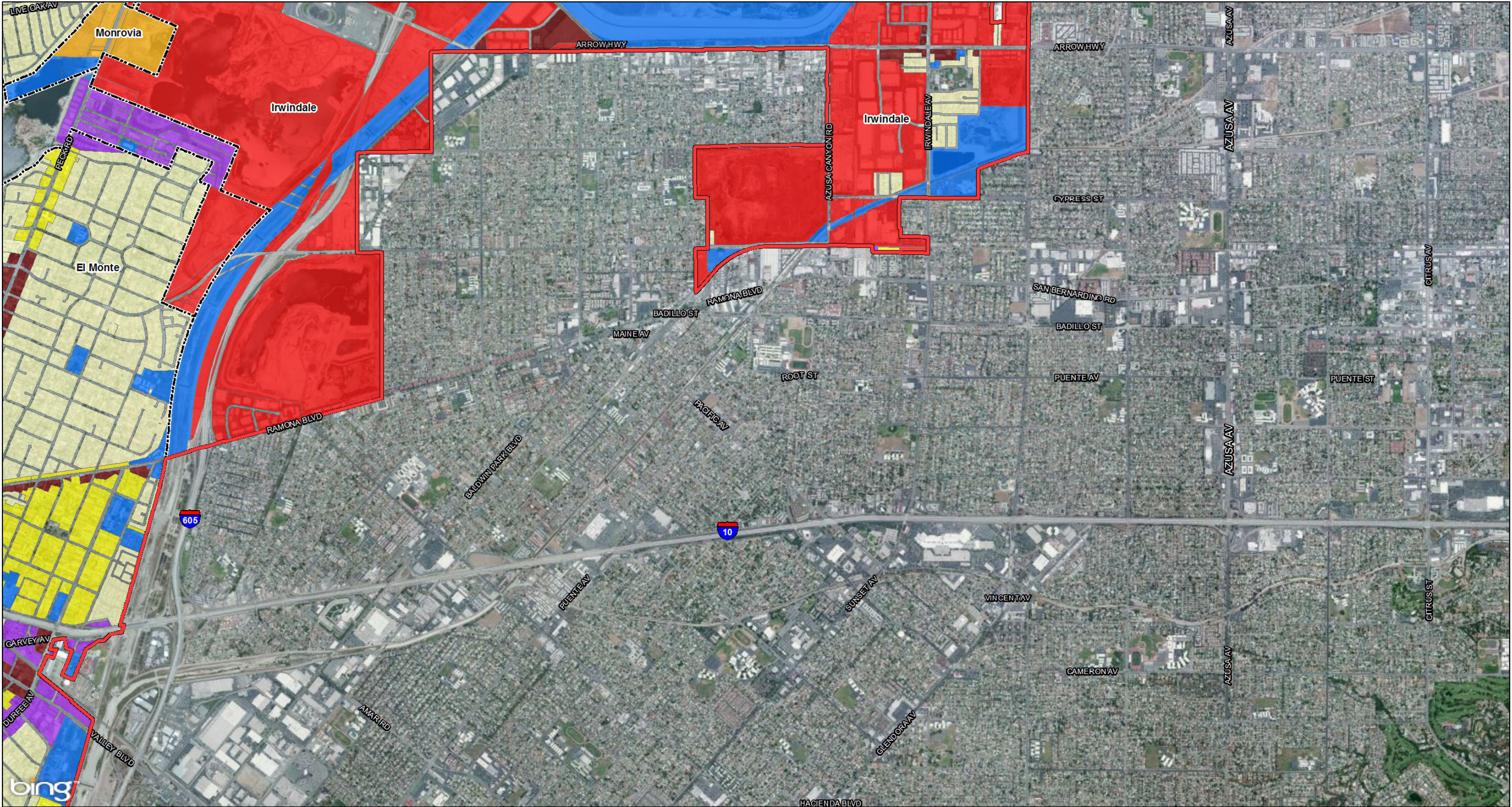
Sheet 9 of 13

SR 710 North Study
General Plan Land Uses

07-LA-710 (SR 710)
EA 187900
EFIS 0700000191



This page intentionally left blank



LEGEND

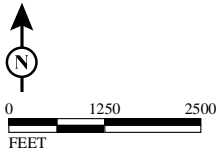
- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial
- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban
- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

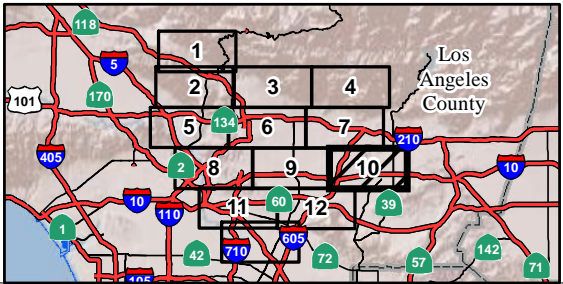
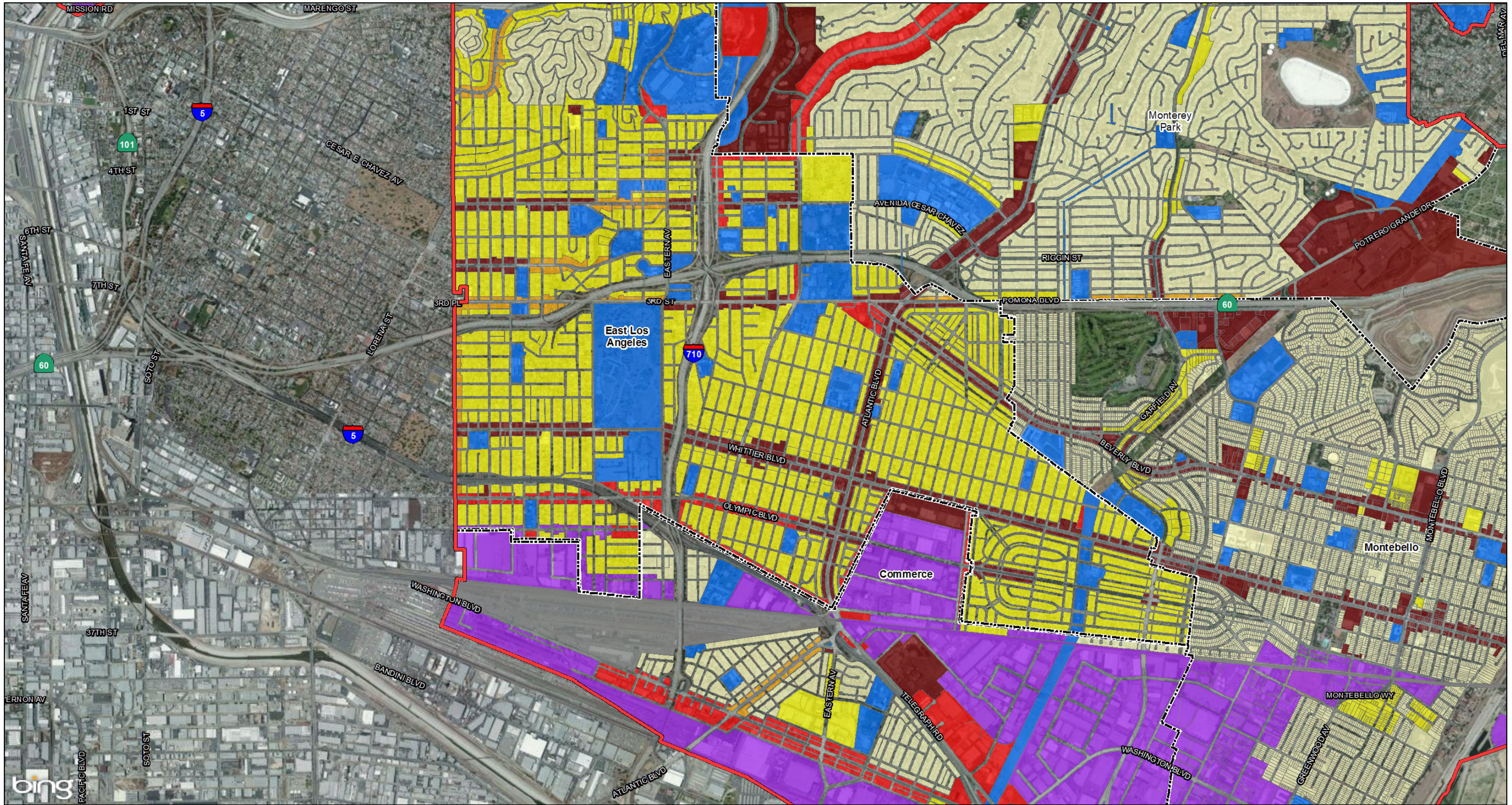


FIGURE 3.1-2
Sheet 10 of 13

SR 710 North Study
General Plan Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

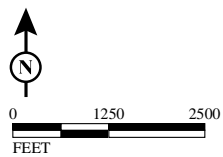
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

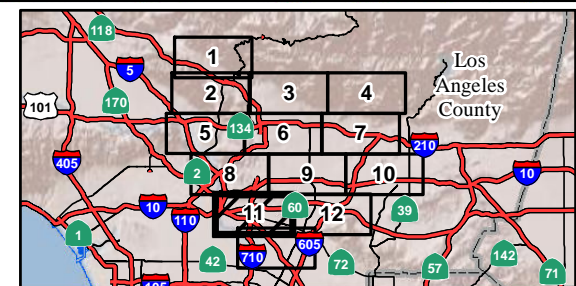
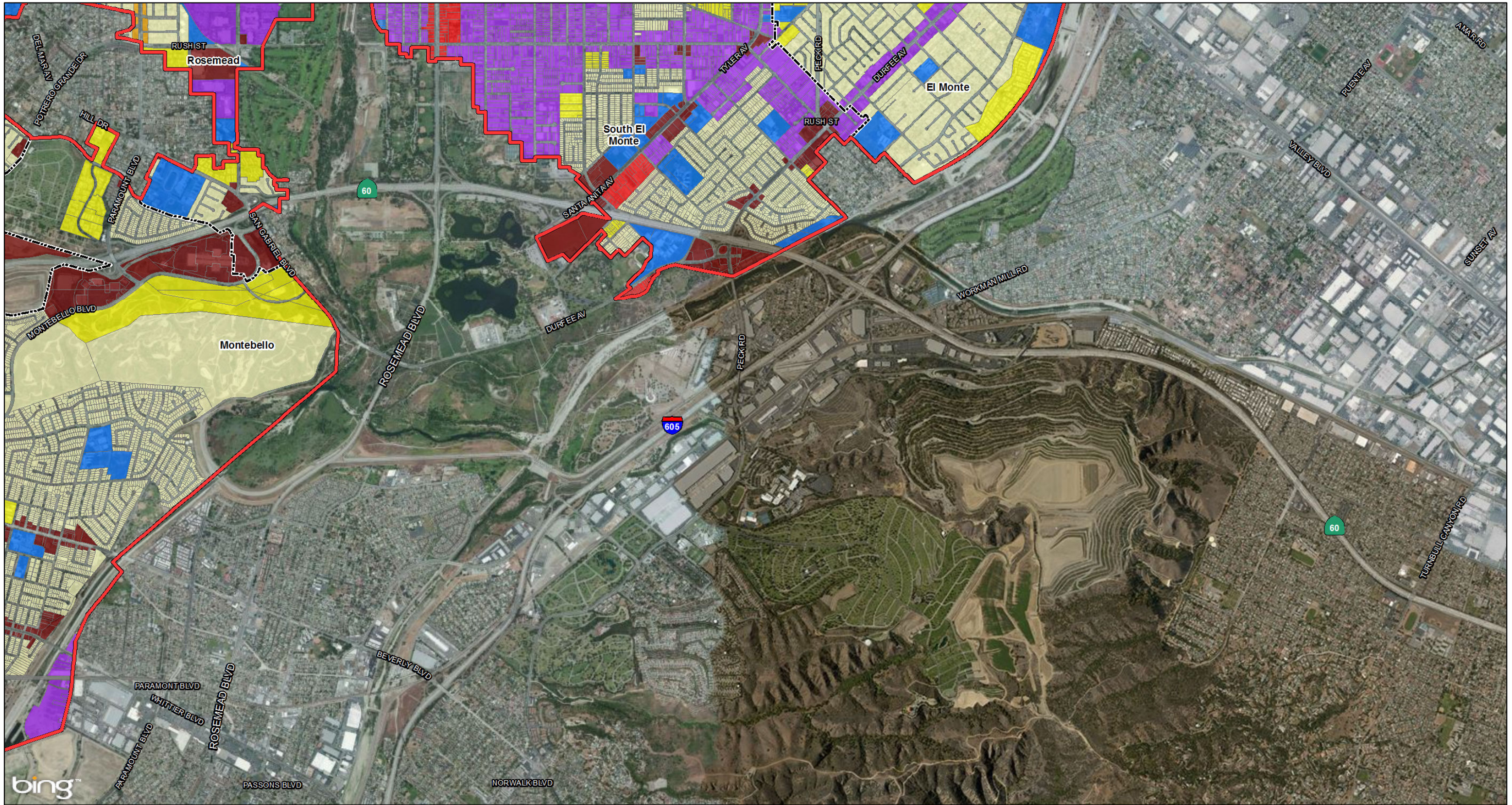


FIGURE 3.1-2
 Sheet 11 of 13

SR 710 North Study
 General Plan Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

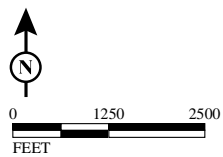
- Single Family Residential
- Multi-Family Residential
- Commercial/Office

Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation



SOURCE: Microsoft (5/2010); LA County (2013); LSA (2013); SCAG (2008)
 I:\CHM1105\GIS\MXD\EIR_EIS\LandUse\EIREIS_GeneralPlanLandUse.mxd (10/29/2014)

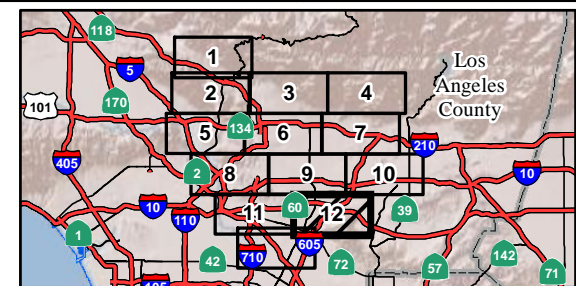
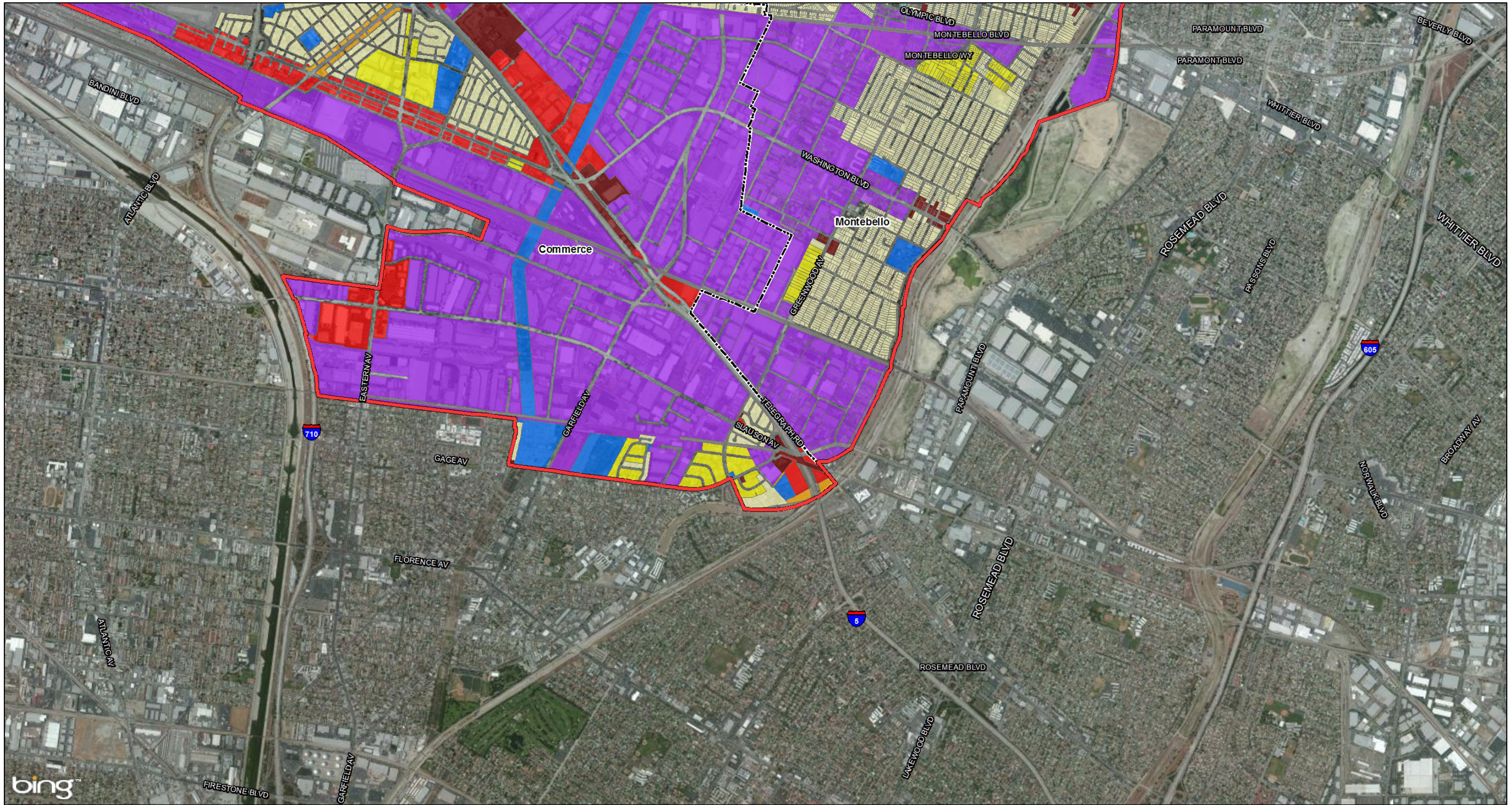


FIGURE 3.1-2
 Sheet 12 of 13

SR 710 North Study
 General Plan Land Uses
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank



LEGEND

- Cities/Unincorporated Communities
- LA City Neighborhoods
- Land Use Study Area

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office

- Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities

- Mixed Urban

- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation

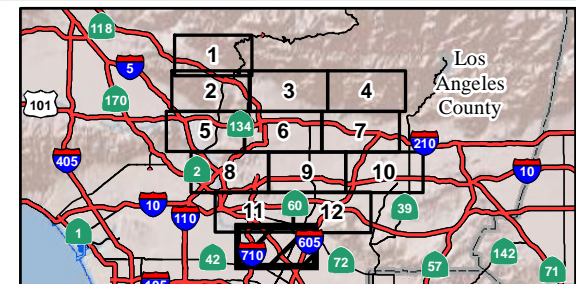
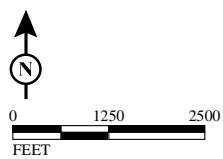


FIGURE 3.1-2
Sheet 13 of 13

SR 710 North Study
General Plan Land Uses
07-LA-710 (SR 710)
EA 187900
EFIS 0700000191



This page intentionally left blank

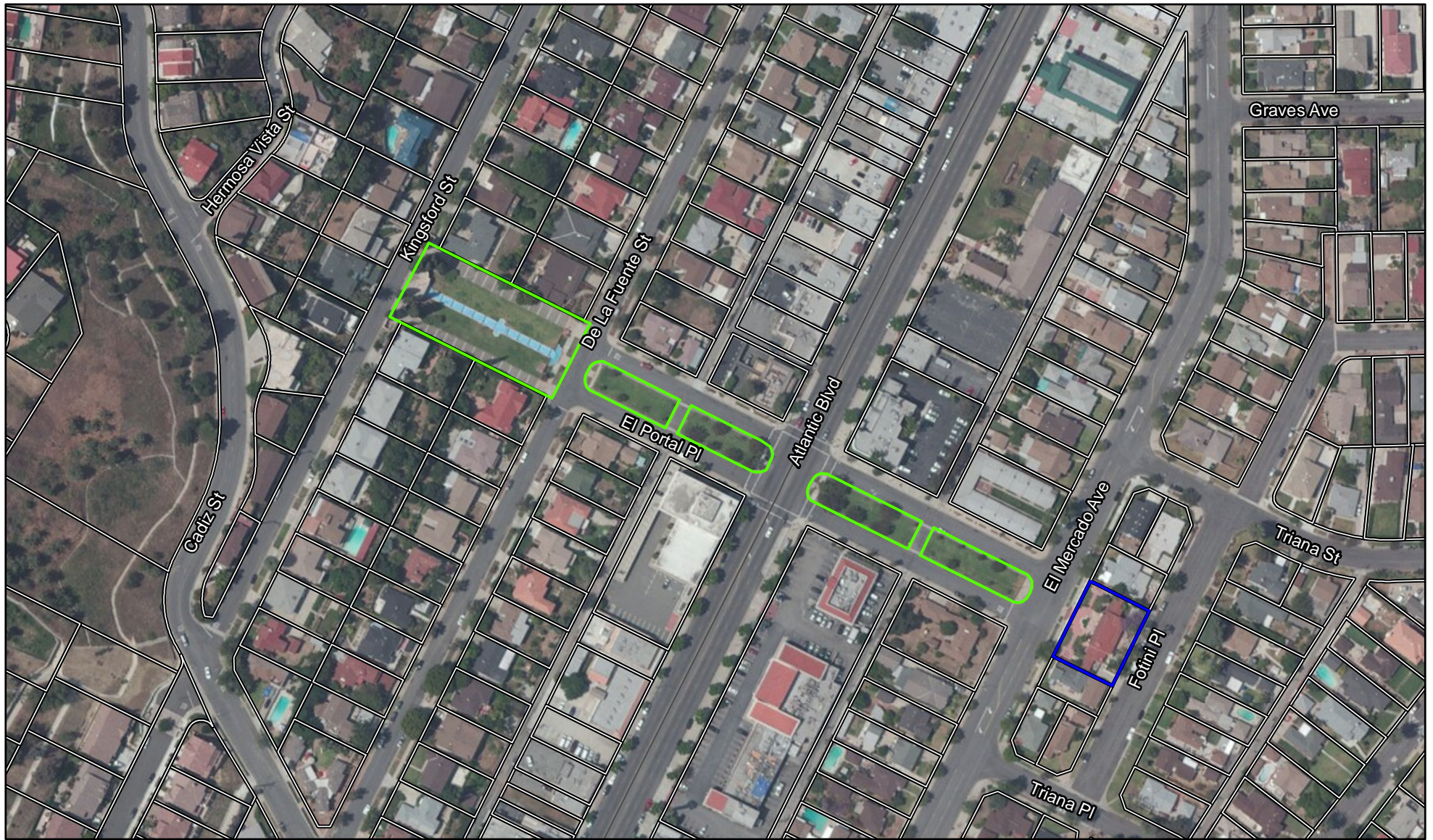
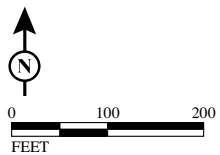


FIGURE 3.1-3

LEGEND

- Cascades Park Boundary
- El Encanto Boundary
- Parcel Lot Lines



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
 I:\CHM1105\GIS\MXD_EIR_EIS\LandUse\CascadesPark_Overview.mxd (10/29/2014)

SR 710 North Study
 Location of Cascades Park and
 El Encanto in the City of Monterey Park
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank

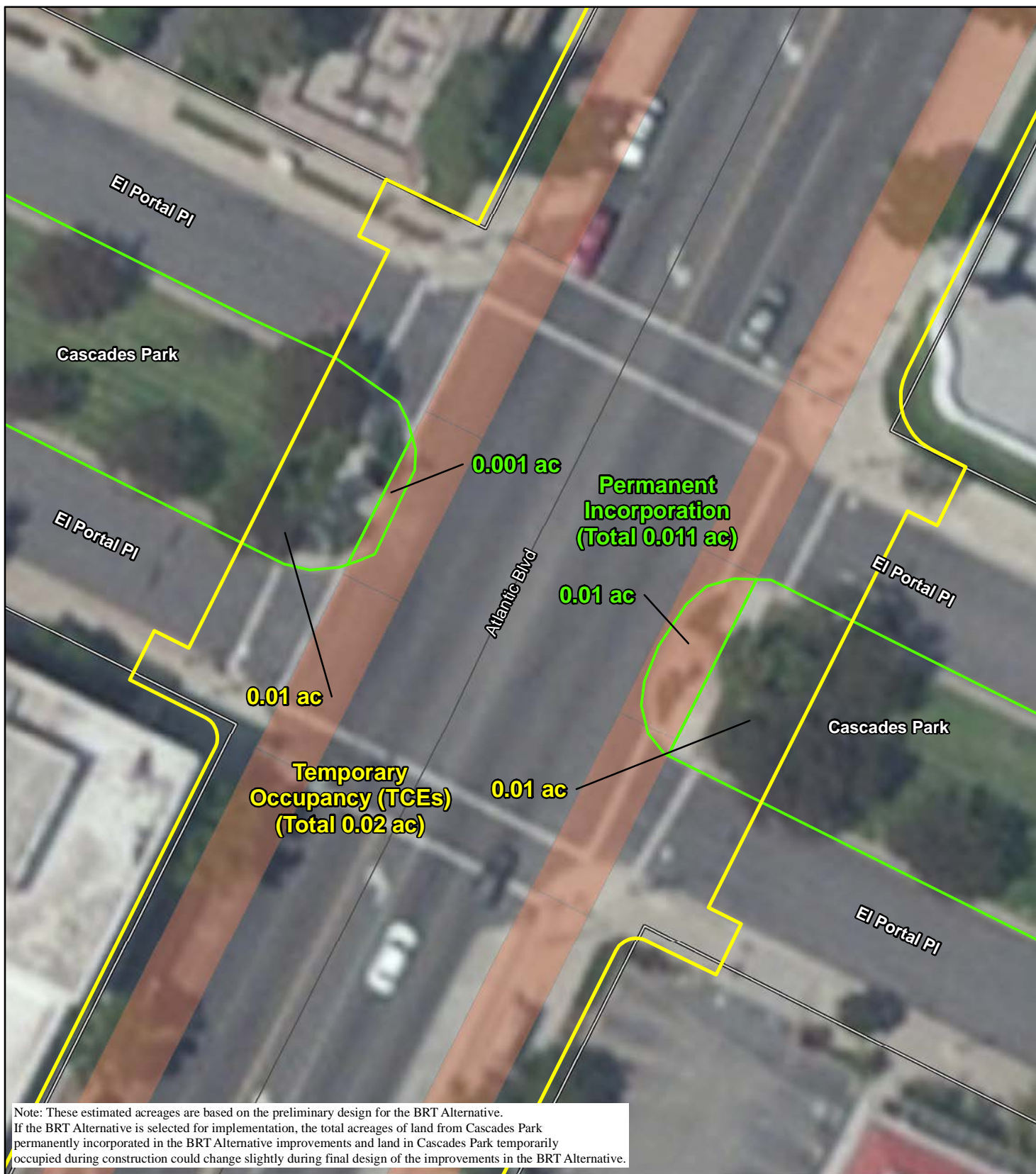
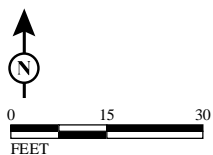
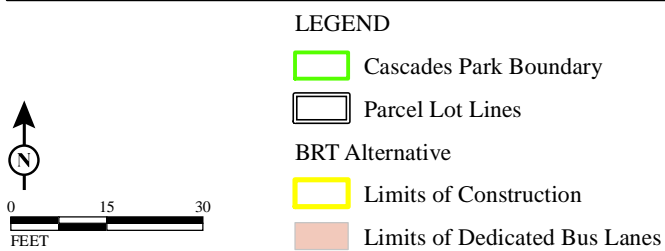


FIGURE 3.1-4



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
 E:\CHM1105\GIS\MXD_EIR_EIS\Chapter_3\LandUse\CascadesPark_Detail.mxd (12/18/2014)

SR 710 North Study
 BRT Alternative at Cascades Park
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

This page intentionally left blank